AUGUST 28, 1953

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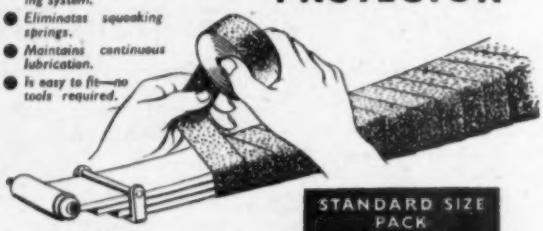

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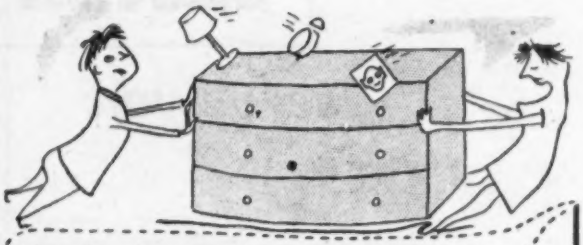

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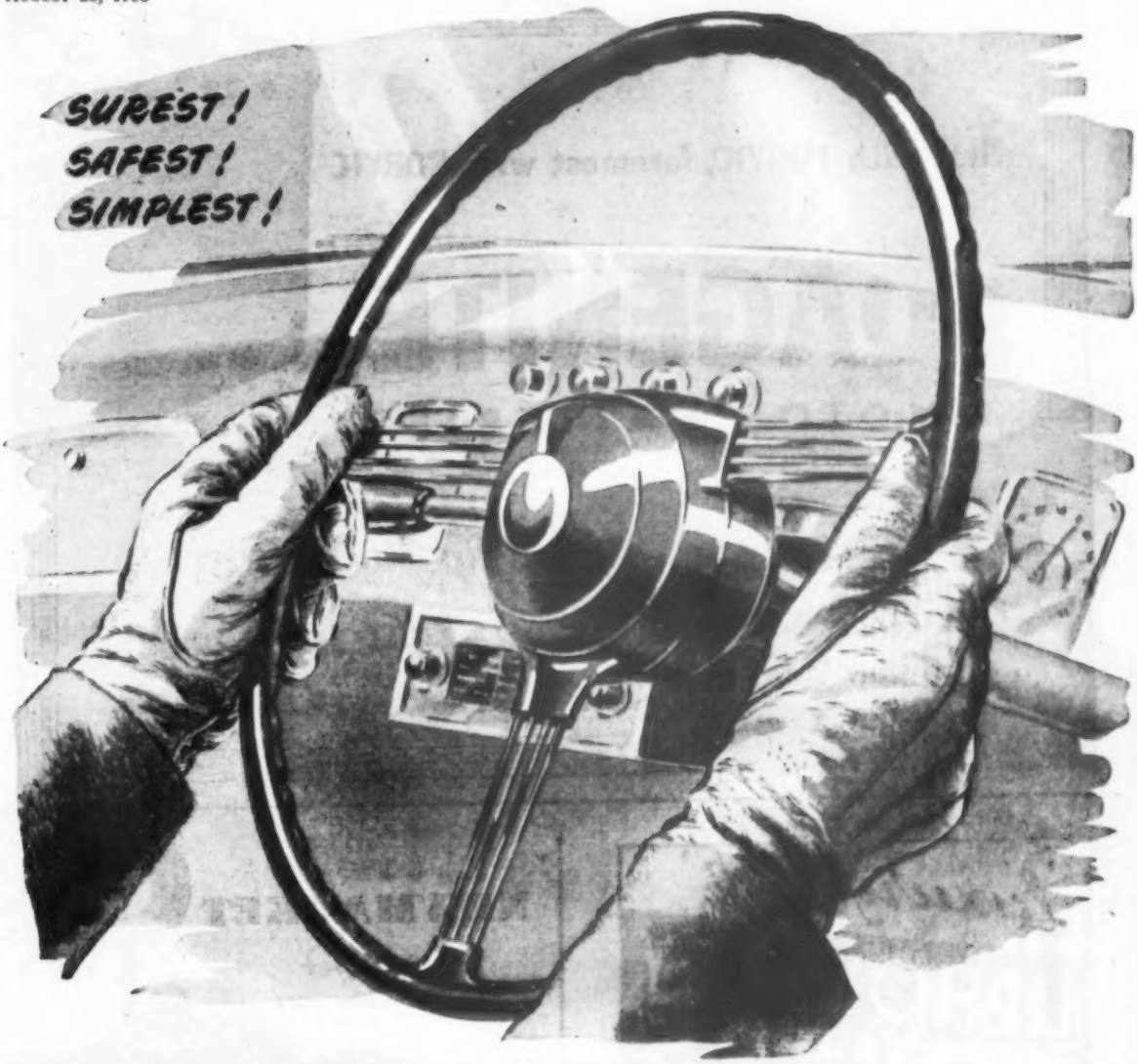

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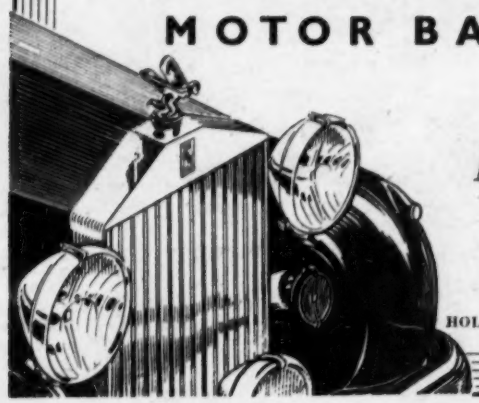

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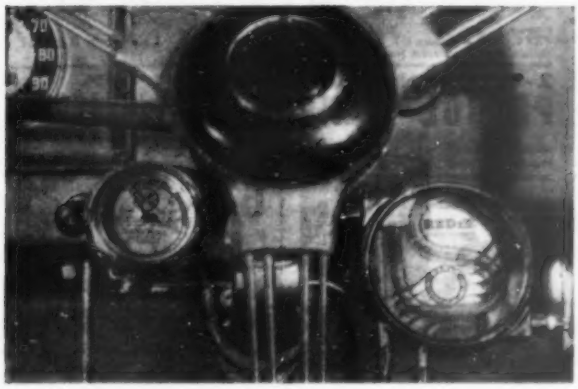

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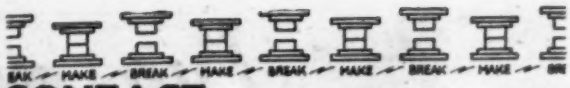

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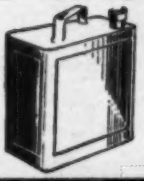

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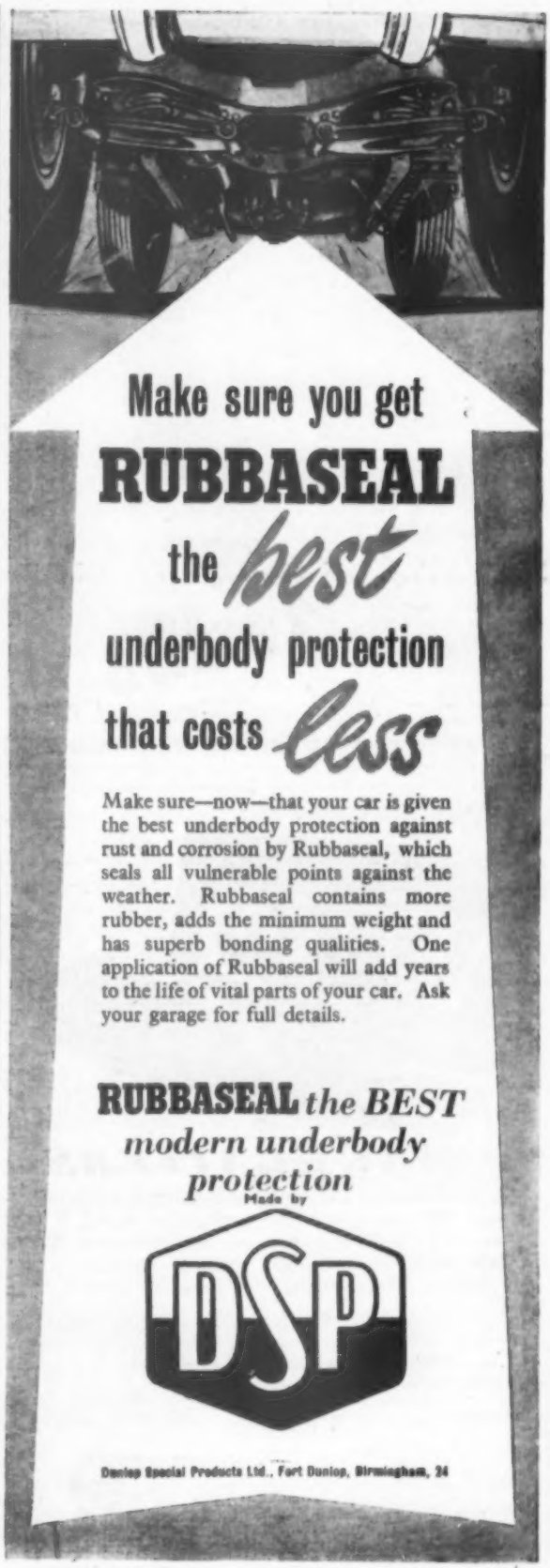

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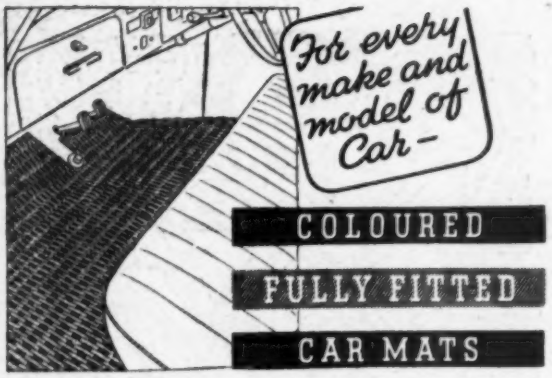

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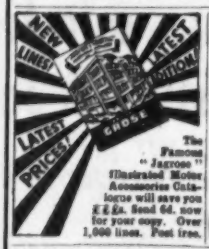

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COMPANY MEETING — OLDHAM & SON LTD.

CHANGES IN STARTER BATTERY MARKET

THE 34th annual general meeting of Oldham & Son Limited was held on August 27th at Denton, Manchester, Mr. John Oldham, O.B.E., J.P. (the chairman), presiding.

In his statement circulated with the accounts the chairman reported a net profit for the year of £262,541. After provision for taxation there was a balance of £109,247. A final dividend of 10 per cent. on the Ordinary Shares was proposed, which together with the interim dividend paid made a total distribution on the Ordinary Shares of 17½ per cent.

During the year the Ordinary Share Capital was doubled by a share issue of £200,000 from reserves. Thus the amount of the dividend (last year expressed as 35 per cent.) remained unchanged.

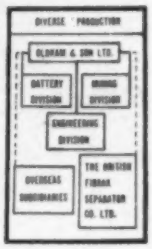
BACKWASH OF KOREAN WAR

In his speech Mr. Oldham said: *During the financial year it can be said that trading conditions affecting the car replacement and battery market reflect the backwash of the Korean War.*

In the first twelve months of the war there had been a minor boom in the demand for batteries. In the period now under review there had been a recession in the general demand. With trade stocks of batteries now at lower and more stable levels together with more normal trading conditions, increased demands are expected.

All Oldham automobile and passenger transport batteries have now been changed over to employ the new Fibrak form of insulation. Plans to extend the sale and manufacture of Fibrak throughout the world are proceeding. Considerable quantities of Fibrak separators have already been shipped to Australia.

The results underline the value of the policy of diversifying production and development overseas.



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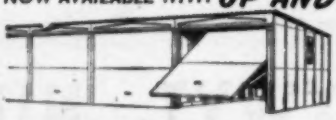
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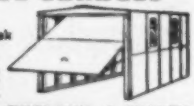
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No. 3013 *Friday, August 28, 1953* Vol. XCIX

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Economy Lead?

AFTER study of the complete description of the Panhard Dyna 54, which appears later in this issue, it is difficult to avoid the conclusion that in one very important aspect of motoring the French are ahead of the rest of the world. They now have two cars which successfully cover economy requirements. Pure transport needs are met by the 2 c.v. Citroen, that unorthodox and ingenious cabriolet so often met bowling along the *Routes Nationales*, and now the new Panhard looks like possessing connoisseur appeal, albeit with economy in proportion.

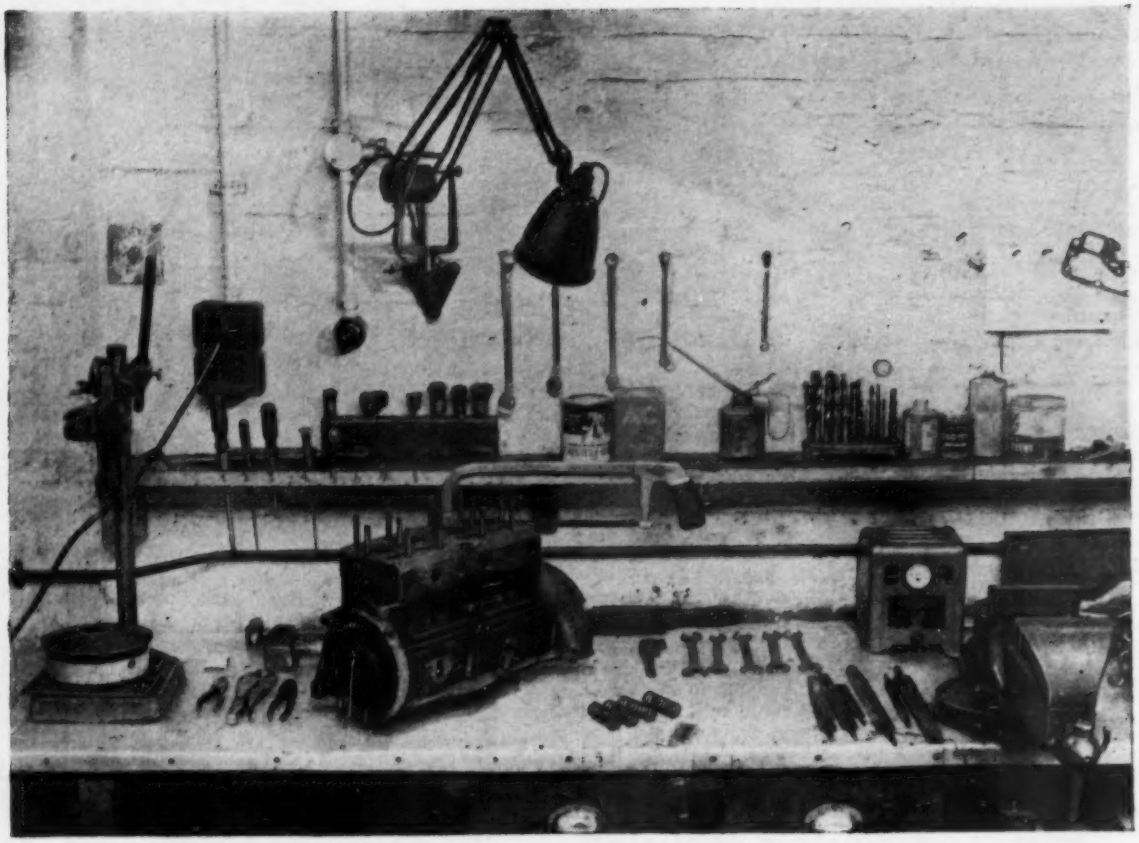
Like the Citroen, the Dyna 54 makes an almost complete departure from conventional methods of manufacture, if conventional can ever be used to describe unit body-chassis construction. Stresses are confined to the basic platform of the car and not transmitted through the body; moreover, this is achieved concurrently with the maximum use of light alloy, and with a dismantling system by which the engine and front-wheel-drive end of the car can be wheeled away for servicing with the greatest of ease and accessibility. It is plain that, in such design, economy is striven for in a dozen different ways: in the absence of body stressing, sheet aluminium is a sufficiently strong material for panelling, and weight is thereby saved while weather deterioration is practically eliminated; moreover, manufacture is simpler where no stresses are involved. Application of the drive to the front wheels, and their easy detachment with the engine from the main structure, mean that more weight is saved by the elimination of the rear-drive propeller-shaft—a weighty item—and that power unit and transmission are available for simultaneous attention, a considerable benefit when it is remembered that most serious servicing is confined to engine and drive.

As a result of this singleness of design purpose a high performance can be promised, and confidently expected, with an engine of only 850 c.c. This, too, has inbuilt economies which have been associated with Panhard products for some time. It is a flat twin-cylinder unit, with air cooling, and a stroke considerably shorter than the bore, and it drives through a four-speed gear box on the Dyna 54, in which yet another feature makes for economy. Fourth speed is an overdrive, a fact which is bound to be reflected in the number of miles covered on the very high-cost (in France, particularly) gallon.

Victory Repeated

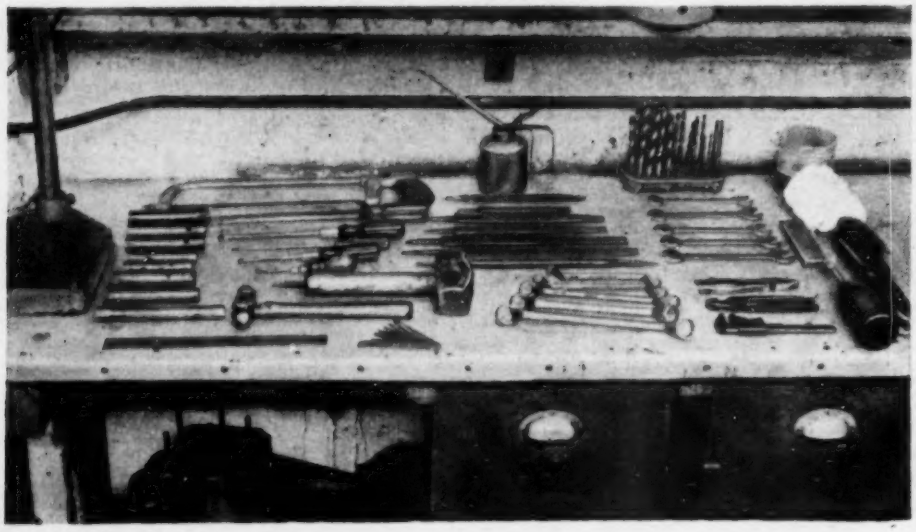
IT was a convincing win of the Aston Martin cars in the nine-hour sports car race at Goodwood last Saturday. When erstwhile leaders disappear at the eleventh hour—the eighth in this instance—there is a temptation to regard the winner as having scored merely by virtue of the bad luck that visited the loser; this is only a fraction of the truth. The disasters that befell the two leading Jaguars were both indicative of shortcomings on the particular circuit—indeed, a single shortcoming, it appears, oil starvation owing to surging on the tight circuit having led to engine trouble; presumably the waywardness of the Moss-driven car at St. Mary's Corner was an effect and not a cause.

Two Aston Martins therefore led the race and repeated the *marque's* triumph in last year's event; they were driven by R. Parnell and E. Thompson, and by P. Collins and P. W. C. Griffith, to whom must go congratulations for a first-class performance in a gruelling event. Mr. David Brown, the sportsman who has nursed Aston Martins up to this winning standard, will be well pleased at his reward and should, at the same time, be assured that the debt of gratitude owed to him, not only by racing enthusiasts but also by the country as a whole, is acknowledged. While the Jaguar has played the major part in putting British sports cars among the leaders in international reputation, the part played by the Aston Martin has been magnificent in support, and the keen rivalry between the two makes can only make for even more superb performances from both of them, and a further enhancement of British prestige in the sports car world.

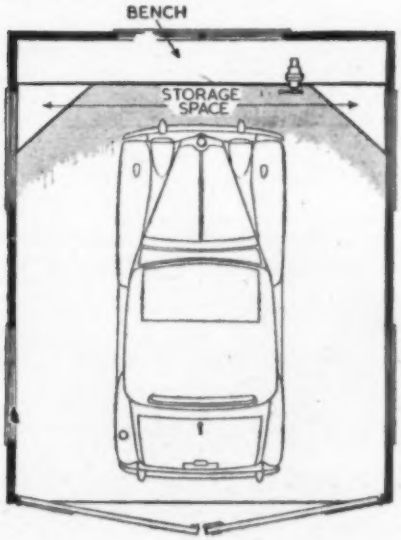


The average home garage can be quite pleasant to work in if every tool is conveniently stored. Having the bench covered with sheet metal saves wear and tear on the wood.

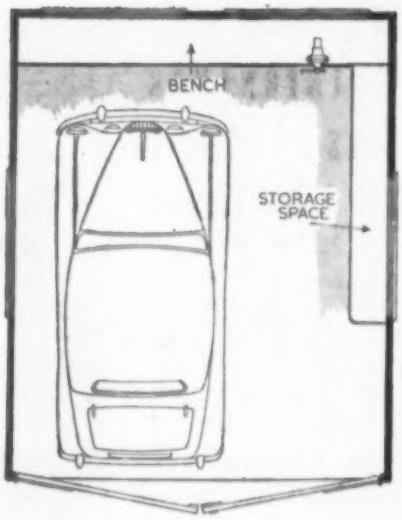
Introducing . . . MAINTENANCE



The tools shown here form the basis of a comprehensive collection. Not the least important are the hand cleaner and wiping rag.



If space permits, it is advisable to situate the car in the garage so that it is possible to walk round it and work unhindered at the bench. Corner storage cupboards or racks are very convenient.



Storage space and a bench have been run along two sides of this proposed layout. Clear floor area on one side of the car is sometimes desirable. Most suitable deployment of available room depends on the size of the garage.

MISCELLANY A NEW SERIES ON SERVICE

THE time to sell a car, it would seem, is shortly before the connecting rods come up for air, or the gear box disintegrates in disgust after howling protest at the driver for too many hundreds of miles. How wrong! It seems ironical that an owner should spend all his spare and often valuable time cleaning, polishing, painting, greasing and generally caressing his family saloon to wake up one day and find to his horror that the gear box needs a thorough overhaul. In most cases the cost of having this done by a service agent proves prohibitive and the apparent complexity of the job invariably frightens the owner in the direction of the nearest second-hand dealer.

This is no solution to the problem; it is perhaps a temporary release, but the process repeats itself and the owner, having passed a succession of second-hand cars through his bank account, finds that the latter is seriously depreciating. How much more easy it would have been if the first car had been overhauled; the cost might have been high but could have been considerably reduced if the repairs had been undertaken judiciously by the owner himself.

It is not altogether simple to overhaul the gear box of any car, nor is it suggested that the average owner has the facilities to do so. But although automobile servicing is a highly skilled trade there is no reason for the owner to be afraid of tackling almost any repair job, assuming, of course, that he possesses the necessary facilities and is capable of following and understanding comparatively simple directions.

It need hardly be said that no major task should ever be undertaken unless a bench and the necessary tools are available. In addition, one of the most gratifying aids to successful maintenance is the availability of sufficient space to do the job on hand. Most modern house garages do not allow much free movement around the car unless the inevitable bits and pieces which usually accumulate have been methodically dispersed. This methodical neatness is one of the fundamentals of good care and maintenance. Any man who decides to maintain his own car is well advised to plan the interior of his garage and adhere rigidly to the location of very single tool and even the smallest nut.

Two suggested layouts for benches and drawers, and their relative position to the windows, are shown in diagrams, but any layout which allows the greatest amount of free movement is obviously the best. In most cases force of circumstance—usually lack of room—results in the bench being placed along the back wall of the garage. This is not an objectionable location provided that it is adequately lit either artificially or by daylight.

Having decided where the bench will be located the next step is to construct a suitably stout and permanent fixture. When doing this it must be remembered that the bench will not only be used as a support for various heavy mechanisms but will also be subjected to much harsh treatment throughout its life. One of the most annoying and unsatisfactory pieces of equipment is an unsteady workbench.

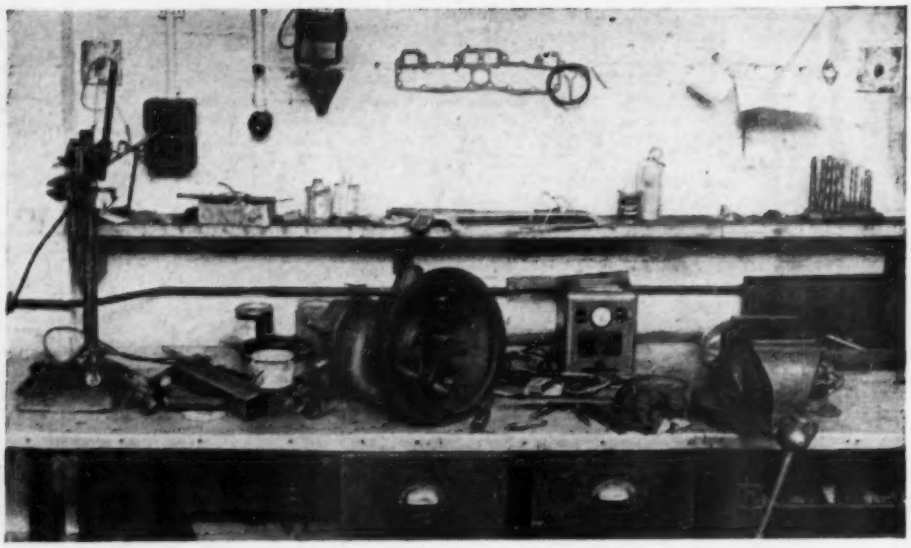
It is a good thing to cover at least part of the top face of the bench with sheet metal. This is easily kept clean and considerably lengthens the life of the structure. A suitable set of drawers may be constructed to fit underneath but this is a matter of individual need and personal preference.

The next important step is the acquisition of a suitable number of tools. The quantity will, of course, be determined by the complexity of the work which it is intended to undertake but the quality should never be allowed to drop below a certain standard. Cheap and shoddy equipment is false economy and inferior tools almost invariably fail at the most inopportune moment. Buy carefully the tools you require. Most people collect their favourite spanners over a period of time and very few households are without a selection of the more common types. For the guidance of the uninitiated a list of those items which are most essential is as follows:—

- 1½lb engineers' ball pein hammer.
- Adjustable hacksaw with spare blades.
- Flat nose pliers.
- Combination pliers.
- Self-grip wrench.
- Large adjustable spanner.
- One set double ended spanners.
- One set box spanners.
- One set assorted screwdrivers.
- One set hand drills.
- One set feelers.
- One set assorted files.
- One set ring spanners.
- Carborundum stone.
- Centre punch.
- Steel rule.
- Wire brush.
- Pressure oil can.
- Grease gun.
- Hand cleaning equipment.

Such additions as rotary grindstones can sometimes be acquired quite cheaply and the larger tools generally need not be bought until circumstances permit or occasion

Introducing . . . MAINTENANCE MISCELLANY . . . continued



This is the wrong way to work. Method above all is the essence of success. Keep your bench tidy and thus save time —and temper.

demands. It is, however, advantageous if the owner is able to equip himself adequately at the beginning, thus learning how to use his facilities to the full and at the same time increase his knowledge. The attitude to adopt in undertaking anything and, in particular, automobile service, is to aim at perfection. Although the execution of one's own repairs may be essential it is better to regard them as a hobby from which a great deal of enjoyment can be derived.

Probably the most important thing of all is to know your car; with that knowledge it is often possible to diagnose a fault quite efficiently and to rectify it equally so. Getting to know the car you drive can be a fascinating business. Each make of car, and, indeed, each specimen of any particular make has its own peculiarities which become exclusively known to the individual owner. The knowledge of these peculiarities is often invaluable during repairs and service.

It is not intended to convey the impression that every major overhaul can be carried out by anyone. Success would, to a great extent, depend upon the mechanical aptitude of the individual concerned, although it is reasonable to assume that the person who is likely to undertake a major overhaul will, in any case, also understand what is involved.

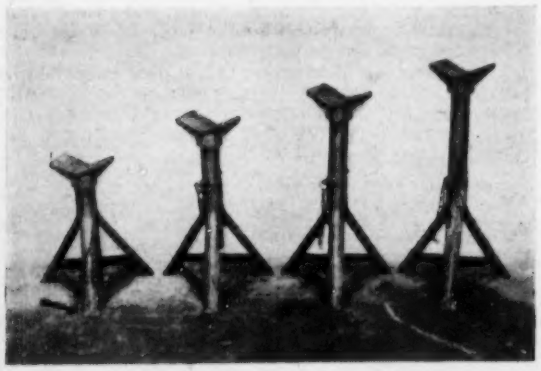
Certain types of adjustment require expensive special tools not likely to be found even in the average trade garage. Some assemblies, such as the rear axles manufactured by the Salisbury company and fitted to many British cars, require a number of special tools to dismantle, reassemble, and adjust them. It is therefore natural that the expense involved in acquiring these tools would far exceed the expense of having the assembly reconditioned by the manufacturer. It is not always advisable to attempt to make substitutes for these tools, as they are more often than not fairly complex.

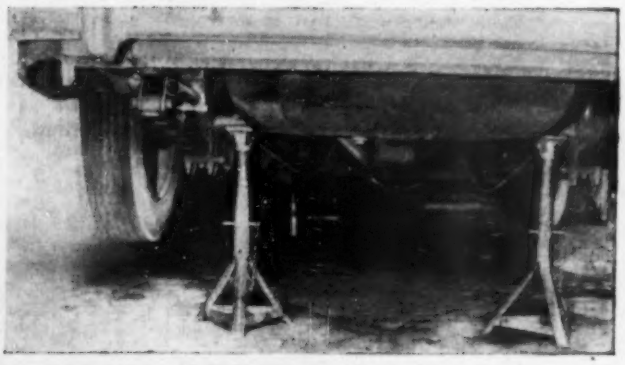
It is, however, sometimes possible to carry out an overhaul which normally requires the use of special tools without being forced to acquire them. This quite often takes considerably longer, but the owner—it is assumed—is not charging himself for his own time.

Care of Tools

The old maxim "a tool for every job" need not apply to the owner who does his own maintenance. Every tool must be made to justify its purchase and if necessary do two, or even three jobs. This does not mean that a pair of pliers is a suitable substitute for a set of spanners and the use of pliers in this latter capacity is almost unforgivable.

A timely word or two on the use and care of tools generally is perhaps advisable at this stage. Ring, and open ended spanners, unless unmercifully abused, are almost in-





These simple adjustable stands are an excellent medium with which to keep the car in a raised position during repairs. Blocks of wood are, of course, fairly substantial, but not quite so efficient or adaptable.

destructible. In the main they are of chrome vanadium and do not therefore require nursing. On the other hand several of the necessary tools are sold unplated and even uncoated. Unprotected tools, unless in daily use, need a fair amount of attention. Most of us have seen the horrified expression on the face of an owner when he reaches into the depths of the luggage locker and pulls out a tool bag which has been partly decomposed. It is unnecessary to describe the condition of the tools inside the bag.

Incidents such as this are not in the least uncommon and can easily be averted by rubbing each tool lightly with an oil rag before returning it to its proper place. It is equally important to store them in a dry, airy compartment. Here again the question of space arises. It is not always possible to lay out the tools individually, but it is a comparatively simple matter to construct a series of trays so that they fit over each other in a deep drawer. This helps to keep the tools in good condition and also serves the double purpose of having them immediately at hand.

Some people might prefer a series of trays individually accessible, but this means that the less used tools collect a fair coating of dust during their periods of immobility. On the whole a close fitting drawer is better than a cupboard, for doors which open outwards, especially in a confined space, can be extremely irritating.

It is impossible to define what tools are required for a particular model, but a good guide is the owner's handbook which normally includes the designation (i.e., Whitworth or B.S.F.) of the nuts, bolts, and other screws which are used on each production. A fair selection of spanners to suit will usually suffice.

Easy to construct. A deep drawer with a series of loose trays is the best method of storing tools. The less used tools should be kept in the bottom tray.

There are surprisingly few people outside the servicing trade itself who can use tools efficiently. There are, however, some basic rules which can help the amateur and in general they are as follows: always use a heavy hammer for a heavy job and a large screwdriver for a large screw, but never overtighten any screw or nut. Never supplement the length of a spanner with a piece of pipe—spanners are manufactured to a comfortable length to give the correct leverage for the job they are intended to do. Use a hide mallet when dealing with cast iron or, for that matter, castings of any sort. Never, it must be repeated, use pliers to remove a nut; there is a spanner made to fit that nut and if it is not available use a self-grip wrench—this pattern rarely slips or damages the nut.

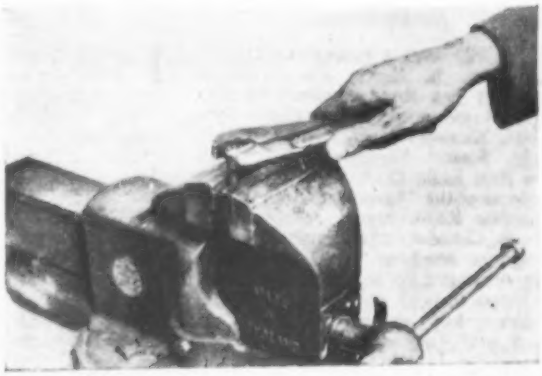
As an additional help to the owner who prefers to do his own maintenance *The Autocar* intends to publish a new series of articles on the repair and service of a variety of components. These articles will deal comprehensively with a particular component fitted to a particular car and will take the owner through each stage of the operation, giving due warning of the pitfalls. The number and type of tools required to carry out the described task will be listed and stage-by-stage methods will enable the owner of average ability to conclude the repair or overhaul satisfactorily. In addition, a "post mortem" will be held and in this way an owner will be able to see what may have caused the trouble originally, and will thus be helped to prevent its recurrence.

The correct way to grind a screwdriver blade is shown in the bottom illustration. The top picture shows how screwdrivers are invariably cut. This does not allow the blade to bottom in the screw head and causes the tool to slip.

If an owner attempts to do his own repairs it is desirable that he should at least know how the assembled component functions. It must therefore be emphasized that although articles appearing under the heading "Maintenance Miscellany" will be as simple and comprehensive as possible, the owner will be well advised to study the working operation of the unit referred to. A useful textbook in this respect is *The Autocar* Handbook.

Chocking Up

For the more complex and lengthy overhauls it is sometimes desirable to place the car over a pit. Most owners do not pay enough attention to their own safety when raising the car off the ground as a substitute for a pit. Make absolutely certain that the supports used are adequate. A further point: Exhaust gases are poisonous and the temptation to run an engine in a closed garage after some minor adjustment often distracts the owner from caution. A good idea is to copy the manufacturers and lead a piece of flexible pipe to the outside of the garage. This can be connected to the exhaust pipe and so carries the fumes away. Such points may sound elementary, but sound workmanship is based on elementary fundamentals. Also worthy of attention is the time factor. Some people attempt to decarbonize a car in the lunch hour and others feel that some major jobs can be done in a single evening. This is quite the wrong attitude to adopt. Each job takes a certain minimum time to complete and one of the worst possible failings is to attempt to put the car back on the road prematurely. In the articles to follow, the approximate time required to complete the task will be tabulated. Where it is possible to split a major operation into sections the time required for each section will also be included.



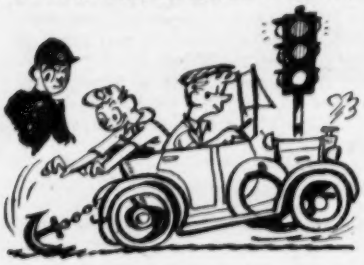
There is a spanner to fit this nut, but it is not available. The most efficient substitute is a self-grip wrench. Never use pliers in this way.

Disconnected Jottings

BY THE SCRIBE
Drawings by Barry Appleby

Under Test

ROADSIDE checks hold few terrors for the motorist who sees that his car is maintained in good order, but they give rise to a certain misgiving in the breast of one reader, who was summoned for having a hand brake of only 25 per cent efficiency. He took the point up with the manufacturers, who said that the hand brake was as efficient as it could be and left it at that (except that they subsequently revised the leverage on that particular model in order to improve the hold). That did not, however, help



His best.

the motorist in question, who was left with his inefficient hand brake. If stopped again, he points out, he will be hauled up a second time on the same charge, with all that that implies; and yet, like the pianist who was not to be shot at, he is doing his best. His letter concludes with a little speculation as to whether the manufacturer can be held liable for supplying inefficient, if not insecure, apparatus, and one can almost see the predatory gleam in his eye.

The day of the really poor hand brake seems to be passing; most of those I have tried recently give a good grip. One regrets that there ever was such a period.

✦ ✦ ✦

Roundabout

FACED with a journey to Dagenham, in Essex, the Berkshire motorist has three choices; he can bisect London on the line Great West Road, Kensington High Street, Piccadilly, Strand, Fenchurch Street and the East India Dock Road, or he can use one of the "Circulars"—the North Circular Road, mostly A406, or the South Circular, which, quite frankly, might be anything. As I have never yet succeeded in following the South Circular through the labyrinth of the south-east of London, and as the West End and City are intimidating on weekdays, I took the North Circular Road. But, oh dear, what a long way round it is! There has been, at least, a praiseworthy attempt to keep it derestricted, although the ribbon occupiers of the north-west are doing their best to intimidate the Minister into imposing a speed limit. Surely this type of road, of all roads, should be fenced and subways or bridges provided for the pedestrian? I am all for maintaining the "rights" of the individual, but it seems to me that, if anything like a main-line system of traffic arteries is to work in this country, the power of a single selfish individual to halt traffic that is vital to the well-being of all (and North Circular traffic is largely goods) must be circumscribed.

Why do not these militant pedestrians demand the right to cross the main railways and halt the trains? Why no notices, "Don't Speed, Look out for Pedestrians," addressed to the driver of the Royal Scot? He, after all, is carrying mostly passengers, not goods.

✦ ✦

Valve Burning

A SET of valves which I saw recently was an object lesson on the pitfalls of owner diagnosis. They were very badly burned. The owner had covered 54,000 miles on fuel A, at which point the engine was overhauled and new valves were fitted. The owner transferred his affections to fuel B. Just 7,000 miles later the valves burned out. Diagnosis? Fuel B did not suit his engine. Course of action? Write to the fuel company and complain.

The truth of the matter was that the valves were very badly off centre, the engine overhaul not having included guide renewal, but having left the new valves to run in the worn guides. A subsidiary point was that the valves were of a non-approved type for that engine. But perhaps the owner is not to be blamed for his snap diagnosis. Circumstantial evidence certainly pointed to fuel trouble.

✦ ✦ ✦

Spares

IN front of me is a bill, headed "Cash Sale," for a radiator top hose. The hose, from a well-known popular car, is nine inches long, about two inches in the bore, quite straight and obviously cut from a length. The bill?

FIVE SHILLINGS AND NINEPENCE

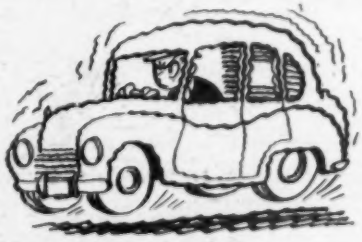
All right. I know that one hundred and forty proprietors of service stations will be prepared to come forward and justify that charge, and I am sure they will be backed up by the manufacturers. But I maintain that such charges can never be truly justified, because all they mean is that British industry, with its overheads, its restrictive practices, its wastepaper staffs and its "luxuries for the workers" which *as a nation* we cannot afford, is rapidly pricing itself out of world markets. Or could it mean that the same hose, bought in Switzerland, would cost only one and ninepence, the home consumer making up the loss?

Anyone buying a second-hand car, or intending to hold on to his new one when replacements become necessary, would be well advised to study the spares price lists first. By selecting a car for which the charges remain reasonable he might save himself a pretty penny.

✦ ✦ ✦

Last Lap

FINAL comments can now be made on my clutch wear, which was peculiar in that the cushioning springs had chewed their way out through the disc towards the linings, in some cases over a distance of up to one-eighth of an inch. The only force tending to expel them outwards is centrifugal force, but that, in itself, could not have caused such wear, and it was felt that there was some misalignment somewhere which was causing the disc to work as a universal joint. That has been more or less confirmed by an expert who is familiar with my car; the wear is the result of a period in the crankshaft at certain engine revolutions, during which unwanted vibrations take place, and it is one which



Vibrations.

comes in at a fairly typical cruising speed for the roads over which the car is greatly used. It must, therefore, be accepted.

One feels little resentment at having to do so. The perfectly balanced crankshaft would undoubtedly cost more than I am prepared to pay, and a new clutch disc once, or even twice, during the car's life does not seem excessive considering the work that the clutch does. This is one of those little weaknesses of a model that one learns reliably only by ownership, and one that helps to maintain the fascination of the internal combustion engine as a means of vehicular progress. If anyone had asked me for a typical example of wear resulting from a crank vibration, I would not previously have answered, "On the clutch disc, outside the circle of cushioning springs."

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-if you act quickly!

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INDEPENDENT FRONT-WHEEL SUSPENSION
LOCKHEED BRAKES
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Owing to increased production dealers are now taking delivery of a limited number of M.G. Midgets. Instead of putting your *name* down on a waiting list you may well be putting your *foot* down in this record-breaking sports car—if you act quickly. The tremendous world-wide demand for the M.G. Midget (Britain's largest dollar-earning motor car) has for years out-paced production. Never in the history of motoring has any sports car achieved such widespread popularity. A trial run will quickly show you why. What sparkling performance, exhilarating acceleration! Climbing, cornering, she clings to the road like a limpet, effortlessly controlled at all speeds and under all conditions. See your M.G. dealer today.

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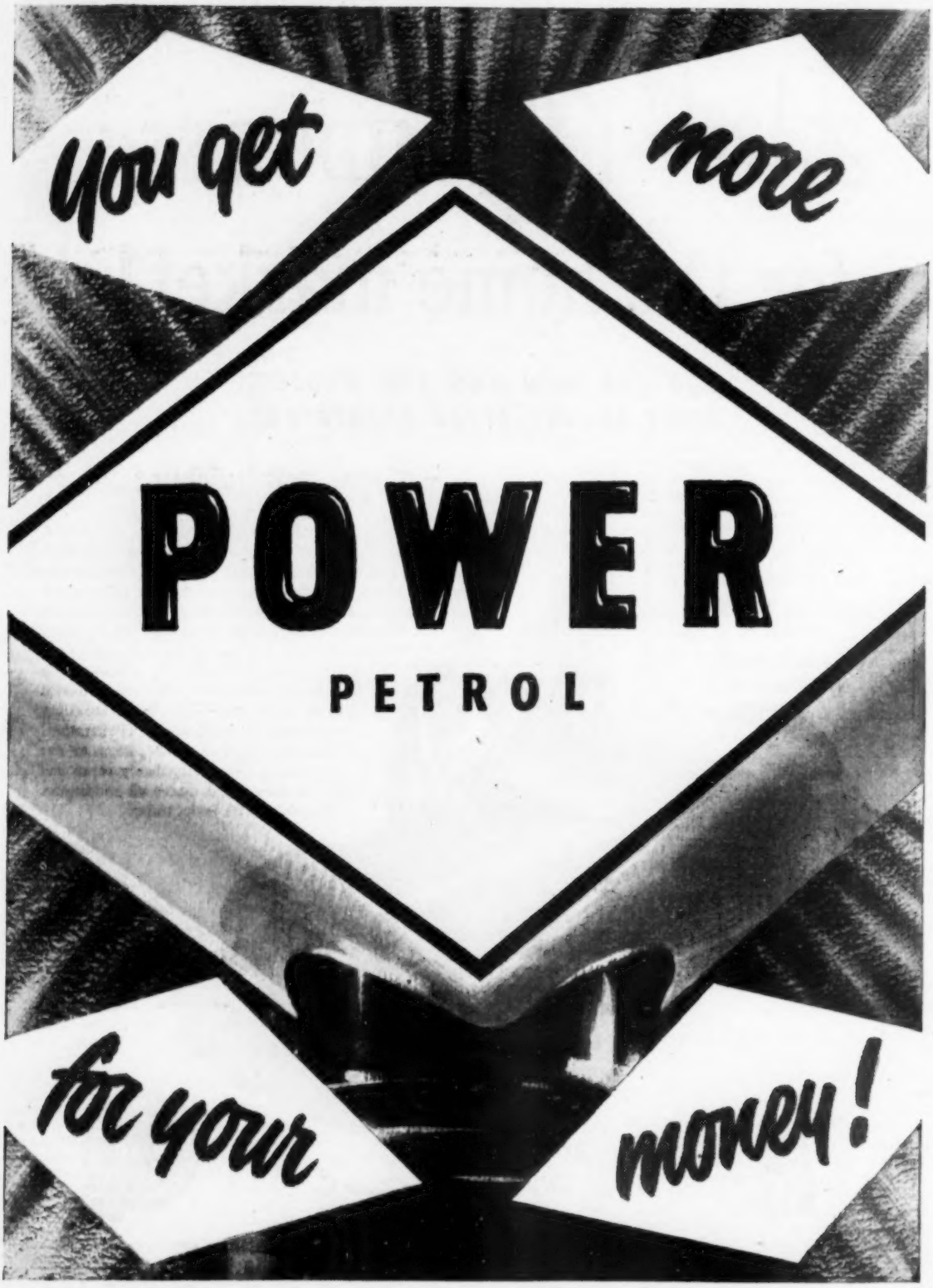

"ALL THAT THE NAME IMPLIES"

At Livonia, U.S.A., the General Motors transmission factory blazes, the fire causing damage estimated to total as much as 40 million dollars. Two people were killed and the factory was virtually a total loss. A spark from a welder's torch was thought to have started the fire.

NEWS and VIEWS

Twin O.H.C. Porsche?

IT is believed that a new engine under development by the Porsche company in Germany will have twin overhead camshafts for valve operation instead of push-rods and rockers.

Andre Acquisition

SOLE licence and manufacturing rights for the Andre-Neidhart system of the use of rubber in torsional and translatory applications have been acquired by the Andre Rubber Co., Ltd. The rights apply to Britain and the Commonwealth except Canada. The Andre-Neidhart torsional application can be used in the suspension systems of cars.

New Mobilgas Depot

A STORAGE tank to hold 670,000 gallons has been built beneath the new London depot of the Vacuum Oil Co., Ltd., at Wandsworth, London, for the distribution of Mobilgas. The new depot is supplied by river vessels from the refinery at Coryton, on the Thames estuary. It has special equipment for the rapid filling of road tankers.

Highest Profit

HIGHEST net profit ever made by an Australian company was achieved in 1952 by the General Motors-Holden firm which makes the Holden car, now well established in Australia. The profits totalled more than four million pounds. Income tax, paid on the gross profits, was more than the whole of the net profit, and the Government made nearly £8,000,000 from purchase tax on these cars.

London R.A.C. Guide

A 1953-54 edition of a 50-page booklet called *London: Information for Motorists* has been published by the R.A.C. It is pocket sized and designed for quick reference to parking places, hotels, theatres and cinemas (with nearest garages), and so on. There is also a section on places of interest, and at the back are seven large-scale street plans. It is available to members without charge from county offices and the headquarters at 83, Pall Mall, London, S.W.1.

Minicar Success

OVER 25,000 Lloyd minicars have been made by the German manufacturers, who are a subsidiary of the Borgward organization.

Up and Over

MIDLOTHIAN COUNTY COUNCIL have made representations to the Ministry of Transport in support of the proposed road bridge over the Forth. The Scottish T.U.C. have expressed their willingness to take part in any conferences convened to expedite these proposals.

Austin Lead

MORE than half a million Austin vehicles were sold overseas during the period from 1946 to the present time. This represented a share of nearly 23 per cent of the total exports of the main British car manufacturers. The company has earned nearly £230,000,000 of foreign currency, including approximately 119,000,000 dollars.

Ceylon Drive

USING a circuit made up of public roads carefully selected to avoid other traffic, three drivers in Ceylon have covered 1,140 miles in 24 hours. The car was a Renault Frégate saloon, and the drivers were named Mason, de Soysa and Murrell, with Mr. V. Michel in charge. Refuelling was carried out at a "pit" equipped by an oil company. For much of the time a high wind introduced mild difficulties, another being a herd of cattle which ambled aimlessly along the circuit, but the car finished without trouble, one wheel being changed in the time.

Volkswagen in Brazil

BY the end of 1954 Volkswagen expect to be in production in Brazil. A year later output figures are expected to be 1,000 cars a month. Permission to erect the factory was given by the Brazilian Government after a recent visit by Dr. Nordhoff, the firm's chief. The factory will be the first in Brazil to manufacture cars in quantity as opposed to assembling them.

Success in U.S.

BEFORE returning to the United Kingdom for a three months' stay, Sir William Welsh, who represents the Society of Motor Manufacturers and Traders in the U.S.A., said in New York that the British car industry was having its best year to date. At present, he said, U.S. sales were 30 per cent up on the corresponding period of last year.

Roads—the First Step

IN March some 50 organizations interested in the subject of road safety got together to pool their ideas in a conference arranged by the Royal Society for the Prevention of Accidents and prompted by the Duke of Edinburgh. After the conference a deputation was received by the Minister of Transport, and now Ro.S.P.A. has issued a report which outlines the action being taken by these organizations. The County Surveyors' Society has said that their members will be able to make a much greater and vital contribution towards improved road safety when national policy makes it possible to carry out the improvement of sub-standard roads, the construction of by-pass roads, and to raise the standard of highway maintenance.

The Association of Chief Police Officers said that they would continue to strive for a better road system throughout the country, and the British Road Federation will continue pressure on the Government to make available greater sums for expenditure by highway authorities on road maintenance, improvement, and new construction for the express purpose of reducing accidents.

Other associations have also expressed their views, but it is clear from the report that the state of the roads is recognized as a major cause of the present number of accidents.

NEWS and VIEWS . . . . continued

Vauxhall Appointment

MR. MAURICE PLATT has been appointed chief engineer of the Vauxhall company, following the appointment of Mr. Harold Drew, who previously held that position, as assistant chief engineer of General Motors overseas operations, with headquarters in Detroit. Mr. Platt was formerly executive engineer.

Another Record

CAR production records were again broken in July, with a weekly average of 13,200 units. This means that the production rate has risen from the recently achieved four cars a minute to nearly five a minute during working hours. An increase also in exports brought the July figure to 32,000. Exports to Australia were 3,000 cars greater than in June—the largest rise in any month since the Dominion eased import restrictions.

Polish Rally

ABOUT 400 cars are taking part in a big rally in Poland, which is converging on the little town of Thorn, birthplace of the great astronomer Copernicus. Entries poured in from all sections of the community, and the Polish Motoring Union, which is running the event, said that "miners, steelworkers and shockworkers who already have their own cars, thanks to their selfless and efficient work, are also taking part."

French Confusion

ONLY nine of the British car manufacturers who usually exhibit at the London Show at Earls Court will be absent from the Paris Salon, to open in the Grand Palais on October 1. Firms whose models will be shown are Armstrong Siddeley, Aston Martin, Austin, Bentley, Bristol, Daimler, Ford, Healey, Hillman, Humber, Jaguar, Lagonda, Lanchester, M.G., Morris, Riley, Rolls-Royce, Rover, Singer, Standard, Sunbeam-Talbot, Vauxhall and Wolseley.

Because of nation-wide labour disturbances, the opening of the Salon will be a race against time. It is hoped that the strikes will be completely over within a few days, but if they flare up and continue into September it will be difficult for the French to get the Salon ready on time. All applications for space and the allocation of stands were completed weeks ago, but it has been no easy task to carry on operations with communications limited to the local telephone.

As a class, motorists have not been affected by the labour disturbances; indeed they have been the only ones who were outside its devastating influence. The situation developed a happy co-operative spirit among motorists and the general public. One newspaper took the initiative of creating a travel exchange. Announcements were posted of cars which were leaving for certain destinations on certain dates, and in which space would be available for a certain number of passengers. Others, having no time for a preliminary announcement, just drove up to the newspaper offices and offered to take passengers going in their direction. These cars rarely moved away without "clients". In many cases the journey was offered free; in others the traveller was asked to share expenses, and in others, again, he was asked to pay third-class railway fare. Non-motorists were severely hit.

At one time the journey from John o'Groats to Land's End was a major adventure in an "autocar." Nowadays it presents no serious difficulties—except for those who turn back the clock and make the trip in a car such as this 1899 Daimler. The car belongs to Mr. Ernest Hare, who is at the wheel as the car arrives at Land's End after a ten-day journey.

Canadian Output

CANADIAN car output went up by 41 per cent this year compared with the first half of 1952, according to figures compiled by the Canadian Automobile Manufacturers' Research Service. The total for the half-year was 206,903, of which 185,819 were produced for sale in Canada. Export sales dropped sharply.

Special *Flight*

OPINIONS on aircraft and flying vary between people who watch modern development with awe, and those who are getting more and more indignant about the noise of low-flying jet planes. However, on September 12 and 13 an enormous number of motorists will again be making their way to Farnborough for this year's flying display and exhibition, organized by the Society of British Aircraft Constructors.

Full details of the event, including information on the best routes to the airfield, will again be given in a special number of *Flight*, an associate of *The Autocar*, under the special title of "Britain's Aircraft Industry." It will be published on September 4. Other special Farnborough issues of *Flight* will be the Farnborough Report (September 11) and the Farnborough Review (September 18). These two issues will each cost the customary 1s, but the September 4 number will cost 2s.

Annual Number Plates

BRITISH COLUMBIA instituted in 1951 a system by which cars were issued with number plates once every five years, instead of annually, and each year when the tax was paid a new tab has been issued to be attached to the plate. Now the scheme is being abandoned because it was found that the tabs were not sufficient identification and the aluminium plates were not standing up to a five-year life.

This is rather in contrast to Britain, where most of the aluminium plates last the life of the car, and at five years are therefore quite "young." The Canadians, however, manage to avoid the obstruction on the windscreen of the licence disc used in Britain.

EMOTION AGAIN

IT appears that the unbalanced outlook on road accidents is reaching a stage at which public figures, of whatever status, should begin to exercise considerably more discretion in their speeches than they are inclined to do now, if the great dangers of strong feelings between different classes of road users are to be avoided.

A police superintendent has now said that he sometimes thinks that the police are too polite in their work of enforcing the traffic laws, and that if all the people killed on the roads had been murdered the public would say, "What are the police doing about it?". A better—or worse—example of the Aunt Sally technique is very difficult to imagine. If all the people killed on the roads were murdered, the public, including motorists as a body, would most certainly be asking what the police were doing about it—but all the people killed on the roads are not murdered. Police would be better employed in trying to stop deliberate violence than working speed checks on stretches of road which they know to be safe for 40 m.p.h. under appropriate traffic conditions. The superintendent objected to motorists suggesting that the police should pursue criminals, but the kind of police work to which the motorist objects is, for example, the trap which results in a court statement by a policeman to the effect that the accused was travelling at over 30 m.p.h. and concluding with the words "no danger, sir."

Irresponsible comments from those who are expected by the public to understand the intricacies of road danger lead to the kind of outlook which resulted in a recent demonstration on the Watford (Hertfordshire) by-pass. Traffic was held up by a procession carrying placards bearing such slogans as "Don't murder our kiddies." Responsible people start using a word like murder, but too few point out the importance of adequate supervision of children on a fast three- and four-lane arterial highway such as the by-pass in question.

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—that's my car!

A40 SOMERSET

PRICE: £467 plus £195 . 14 . 2 purchase tax

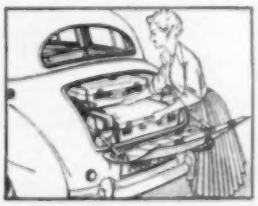
What do I look for in a car? Several things but—this is the point —I want them in the right proportions; correctly balanced. Reasonable performance, reasonable looks. Room for the family, room for our luggage. Good gears, good brakes, good driving view. Quite a few cars have some of these qualities; but only Austin has the lot, at a price I can afford.

BMC

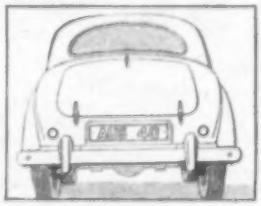
and 4 good reasons why

Leg-room *In the A40 passengers can relax on leather upholstery and stretch their legs in real comfort.*

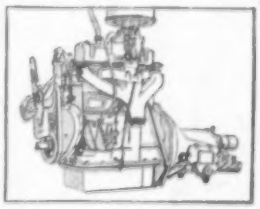
Luggage-space *The rear compartment will carry most of the family luggage; the platform will carry an additional 112 lbs.*



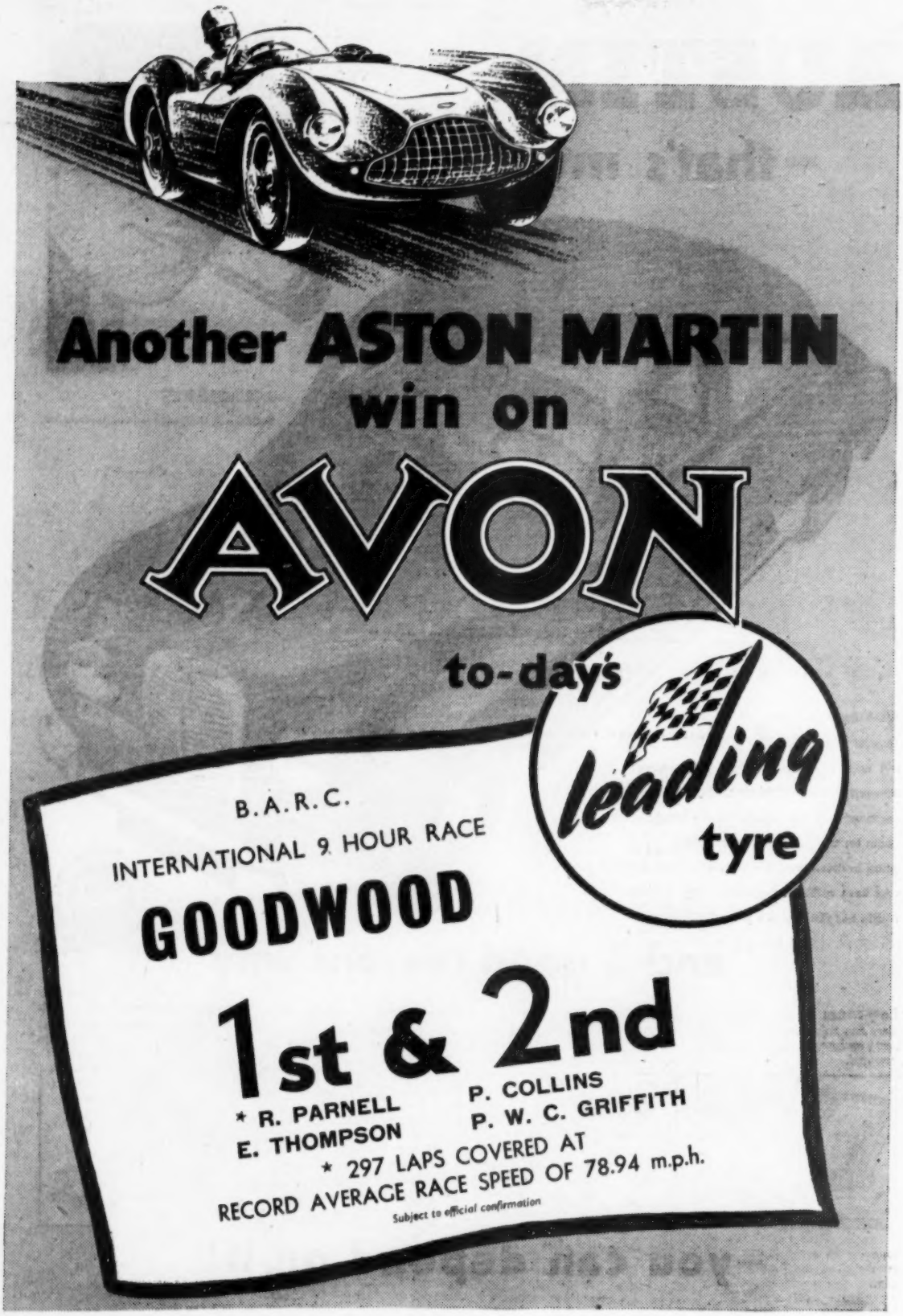
Clear view *Wide rear window gives passengers panoramic view; gives driver excellent view for easy parking.*



Power a-plenty *The record-breaking, power-packed 42 b.h.p. O.H.V. engine. Speeds you from 0 to 30 m.p.h. in 7 seconds.*



—you can depend on it!


Another ASTON MARTIN
win on
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INTERNATIONAL 9 HOUR RACE
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1st & 2nd
* R. PARNELL
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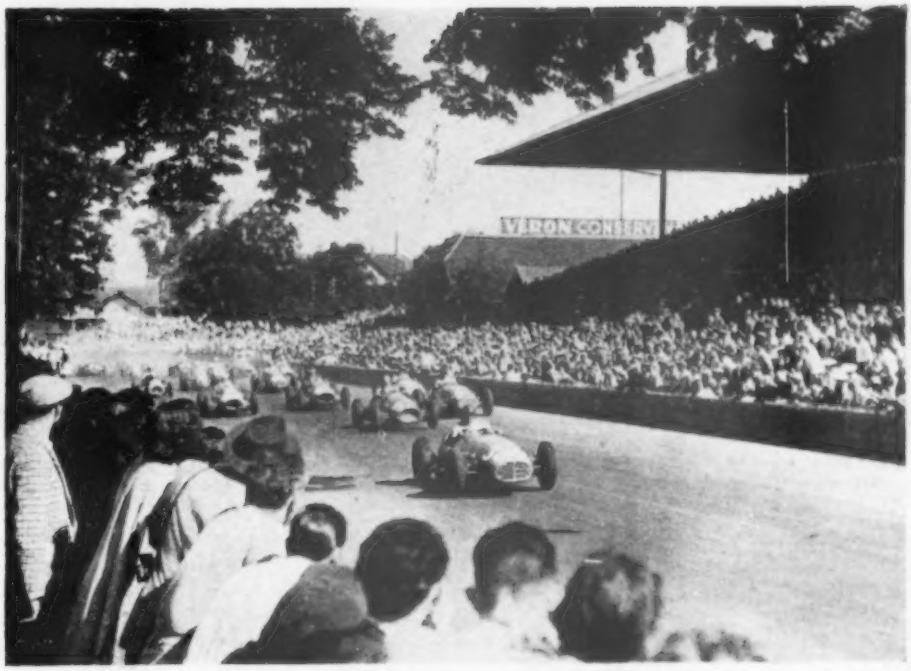


Soon after the start with Fangio's Maserati in the lead and Ascari's Ferrari in second place, just ahead of Marimon's Maserati. The beauty of the tree-lined Bremgarten circuit is also evidenced.

FERRARIS IN THE FOREST

ASCARI SCORES ANOTHER BRILLIANT VICTORY IN SWISS GRAND PRIX

Maurice Trintignant's Gordini which, together with Behra's' similar car, retired through transmission trouble. Until after half way through the race this car had been running well.

ALTHOUGH on the showing of practice times, the duel between Maserati and Ferrari seemed likely to be continued in as fierce a form as ever in last Sunday's Swiss G.P., the race itself never looked like providing anything but another Ferrari victory. Although Fangio, in the early stages, and Marimon later in the race, did their best to split up the victorious Ferrari team, the latter were never really in danger of losing first place; finally it was the Maseratis which gave up under the strain, and Ferraris once more occupied the first three positions —with Ascari, as usual, out in front, despite a pit stop.

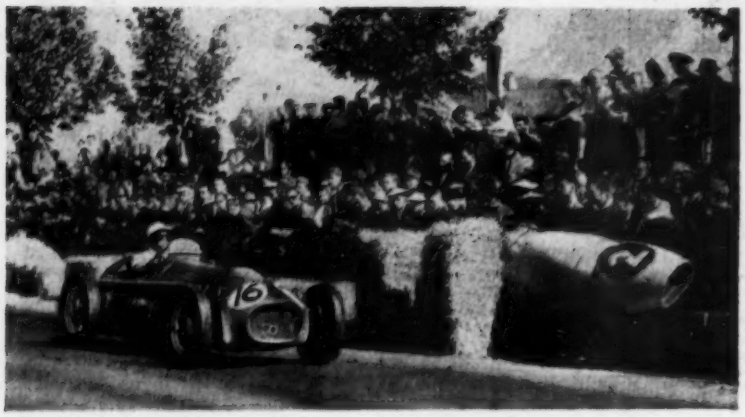
The only British representation consisted of the H.W.M. team, which was completely outclassed, and Wharton's Cooper-Bristol; the latter drove an excellent race to take seventh place, and might have been fifth but for the necessity of a quick refuelling stop.

The result of this race makes Ascari's position at the head of the table for the 1953 World Championship unassailable; this will be the second successive year in which the brilliant Italian driver has carried off this coveted honour.

AS usual, the circuit in the forest of Bremgarten, on the outskirts of Berne, was the scene last weekend of a lengthy combined motor cycle and car race meeting. On the Saturday, in addition to a motor cycle event, the national sports car races for the *Preis von Bremgarten* were held (in two separate events, for cars of under and over 1½-litre capacity). The outstanding thing about these races was the extraordinary speed displayed by the supercharged 4½-litre Alfa Romeo of Willy P. Daetwyler (virtually a converted pre-war Grand Prix car), which finished over two laps in ten ahead of its nearest rival in the super-sports category, putting in one lap at 94.47 m.p.h., faster than some of the Grand Prix cars themselves! Neither car nor driver was a stranger to the circuit, having won the same event in three previous years—1949, 1950 and 1951.

On the Sunday—which, contrary to expectation, turned out a beautiful sunlit day, with blue skies and little cloud—there were three motor cycle events before the Swiss G.P. itself. These each resulted in the playing of the British national anthem at the end and the hoisting of the British national flag, for in each case the winning rider was British, although in two of the three events the winning machine was of Italian manufacture. However, this made a pleasant preliminary, as it was as nearly certain as anything could be that the winning car in the Grand Prix would be Italian, and the most that could be hoped for was another Hawthorn victory.

In practice, Fangio had put up the fastest lap (in 2m 40.1s) in his Maserati, beating the best lap of Ascari's Ferrari



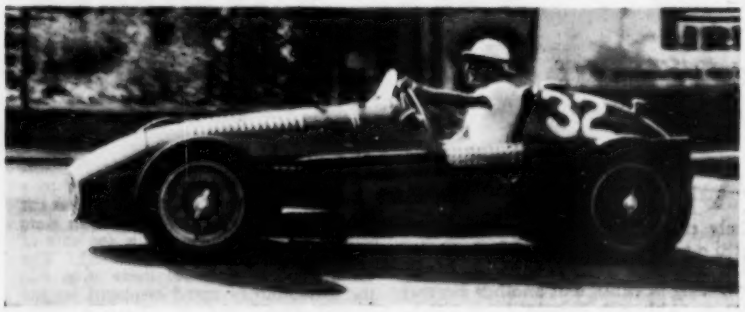
Lance Macklin's H.W.M. passes Swaters' Ferrari which had left the road. The car did not, in fact, finish up in this position, but was manhandled out of the way.

FERRARIS IN THE FOREST . . . . . continued

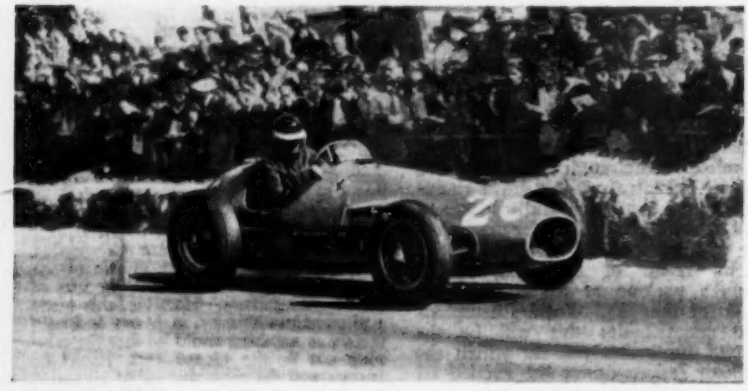
by one-tenth of a second; so a keen struggle seemed inevitable. The front rank of the grid, therefore, was Fangio (Maserati), Ascari and Farina (Ferraris); next came Trintignant (Gordini) and Marimon (Maserati), and then Villoresi (Ferrari), Hawthorn (Ferrari) and de Graffenried (Maserati). In all there were 19 starters on the grid.

With but two minutes to go, the track at the starting line was so crowded with people that it seemed impossible that it could be cleared in time. Indeed, when the flag fell, the ranks of mechanics, photographers and hangers-on were so closely packed up the side of the road that an unhappy incident might well have resulted; but fortunately no car slid out of line, and as the pack surged forward Fangio snatched the lead from Ascari and Marimon. Farina made a poor start, and was engulfed in the body of the pack; Hawthorn and Wharton, on the contrary, improved their positions as the cars got away. Round the twisting 4½-mile course they went, with its many fast bends and almost complete absence of straight; could Fangio keep ahead of Ascari? And as the cars came howling up the road from Forest House corner the answer was seen to be negative, for Ascari had passed his rival somewhere in the woods and had a clear lead. It seems that the roadholding of the Maserati suffers more than that of its rival when the fuel tanks are filled to capacity.

In third place was Hawthorn's Ferrari, then Marimon's Maserati; then Villoresi's Ferrari and Bonetto's Maserati, so the *marques* were well mixed. Farina was in seventh position, Ken Wharton tenth; but already, on that first lap, two cars had disappeared, the Ferraris of Louis Rosier of France and Jacques Swaters of Belgium. Both had run off the road; but neither driver was hurt. Next time round the order of the first seven cars remained unchanged; but alas, one H.W.M. (driven by Paul Frère in place of Duncan Hamilton, busy at Goodwood) had also disappeared, round the back of the course. After five laps Ascari, unruffled as ever, led Fangio by four seconds, while Marimon had lost several places through spinning round; but the first excitement came after ten laps had been covered. Fangio had made signs at his pit for two previous laps; and on the tenth lap Farina came round in second place, and Fangio pulled the Maserati into the pit. A fraction later, Bonetto did likewise with the second car of the team; the drivers changed cars and were away again, Fangio losing only 23 seconds stationary at the pit. Nevertheless, he was now in seventh place; and after only one lap he stopped again, this time to change the left front wheel and lose two more places in consequence. Slowly he started to climb back through the field; but Ascari was way out ahead, already having lapped some eight or nine cars, and Ferraris now occupied the first four places.



Fangio's Maserati, which had started in the front row of the grid with the Ferraris of Ascari and Farina, and finished in fourth position.



After a duel with Marimon's Maserati, terminated by the retirement of the latter with a broken oil pipe, Mike Hawthorn's Ferrari, shown here approaching the hairpin, moved into third position, which it held until the finish.

Smoke Screen

At twenty laps, however, Villoresi came in to have the dented nose cowling of his Ferrari pulled clear of the steering linkage; this occurrence seemed to be linked with the fact that Hermann Lang (driving a Maserati in place of Gonzalez) had spun round on the same lap. Now the order was Ascari-Farina-Hawthorn (three Ferraris), and then Marimon and Bonetto with Maseratis. Fangio climbed back to fifth place, but on his 28th lap he came past the pits with so dense a cloud of smoke pouring from the Maserati's exhaust pipe that the following drivers had to slow right down—visibility was nil! He got the car round to the pit, but it would run no farther.

Then Marimon began to gain on Hawthorn; and in spite of Ferrari pit signals, the blue and yellow Maserati passed the red Ferrari just after the pits on the 33rd

Looking as unperturbed as ever, Alberto Ascari approaches the acute hairpin in his Ferrari. Some idea of the huge crowds can be obtained from this picture.

RESULTS (sports cars) (10 laps, 46.24 miles)

Up to 1,500 c.c. (Production sports).—1, Porsche (W. Hinzenberg), 34m 36.8s, 78.41 m.p.h.; 2, Porsche (A. Bemberger), 35m 55.72s; 3, Porsche (C. Bosia), 9 laps. **Super sports:** 1, Veritas (H. Schuler), 34m 21.24s, 74.66 m.p.h.; 2, Osca (J. du Puy), 37m 40.26s.; 3, Fiat-FGH (P. Harre), 37m 26.08s.

Over 1,500 c.c. (Production sports): 1, Jaguar XK120 (I. Balarasco), 9 laps in 32m 21.4s, 75.50 m.p.h.; 2, Jaguar XK120 (K. Kurt), 9 laps, 32m 46.60s; 3, Jaguar XK120 (C. Dindo), 8 laps. **Super sports:** 1, Alfa Romeo 4,500 c (W. F. Daetwyler), 30m 26.21s, 89.18 m.p.h.; 2, Jaguar XK120 3,442 (O. Gianotti), 8 laps in 30m 49.53s; 3, B.M.W. 1,971 (H. Wecker), 8 laps, 30m 58.17s. **Fastest lap (sports car record):** Daetwyler, 2m 52.4s, 94.67 m.p.h.

GRAND PRIX RESULT

Race distance 194.04 miles (42 laps of 4.62-mile circuit)

1, Ferrari 1,980 (A. Ascari), 3h 1m 34.4s, 97.17 m.p.h.;
2, Ferrari 1,980 (G. Farina), 3h 2m 47.33s;
3, Ferrari 1,980 (J. M. Hawthorn), 3h 3m 10.38s;
4, Maserati 1,992 (J. M. Fangio and F. Bonetto), 1 lap behind; 5, Maserati 1,992 (H. Lang), 3 laps; 6, Ferrari 1,980 (L. Villoresi), 3; 7, Cooper-Bristol 1,971 (E. Wharton), 3; 8, Ferrari 1,985 (M. de Terra), 14; 9, H.W.M. 1,960 (A. Scherrer), 16.

Retirements: Maserati (F. Landi), 24 laps, gear box; Maserati (O. Marimon), 46, oil pipe; Gordini (M. Trintignant), 43, transmission; Gordini (J. Behra), 37, transmission; Maserati (F. Bonetto and J. M. Fangio), 29, piston; H.W.M. (L. Macklin), 20, oil pump; Ferrari (P. Hirt), 17, water pump; H.W.M. (P. Frère), 1; Ferrari (L. Rosier), 0; Ferrari (J. Swaters), 0, crash.

Fastest lap (formula 1 record): Ascari, 2m 42s, 100.53 m.p.h.

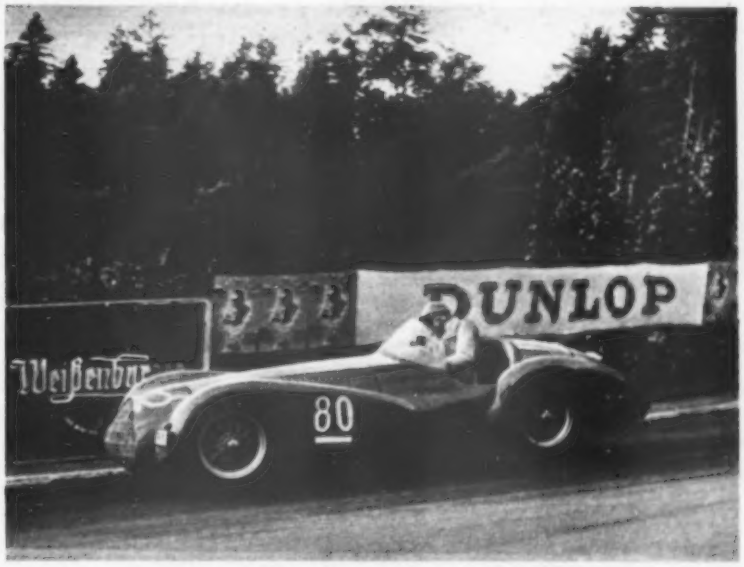
lap, with the race just half over. Hawthorn hung on and worried Marimon; but meanwhile Villoresi had stopped for water, and now Ascari came in to the pit, his Ferrari's engine sounding peculiarly flat! Forty laps gone, and Ferraris worried; but after 1m 28s Alberto was off again, with some sort of ignition trouble remedied. He was now fourth, with Farina, Marimon and Hawthorn ahead; but now Marimon slowed and Hawthorn passed him again, and two laps later (46 covered) the Argentinian disappeared, an oil pipe having broken—bad luck after a very fine effort.

Now Ferraris were one-two-three again, with no other challenger within range. They were slowed down from their pits; but Ascari, not to be denied, slid smoothly past first Hawthorn and then Farina. And so they finished; triumphant, a mere two or three hundred yards apart, with no other cars on the same lap.

Wharton Seventh

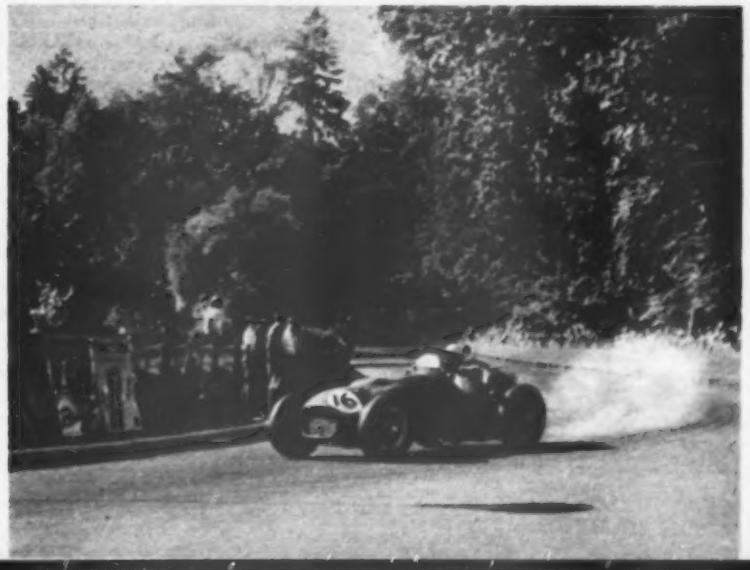
Fourth came Bonetto, after a good steady drive in the car in which Fangio had started and probably regretted giving up; fifth Lang, and sixth Villoresi after yet more stops for water and an incident towards the end which had dented the Ferrari's tail as well as its nose. And a worthy seventh was Wharton, whose Cooper-Bristol had never missed a beat and made only one rapid refuelling stop—one churn in under 20 seconds. Landi, the Brazilian driver, with a new 12-plug engine in his two-year-old Maserati, had bad luck to break his gear box when the leaders had only four laps to do, and lost a certain eighth place; the only other cars still runnning were the old 12-cylinder Ferrari driven by Max de Terra, and the sole surviving H.W.M., which the Swiss driver Albert Scherrer had pushed some distance to the pit in mid-race, then losing much time while a magneto was changed.

Among the unfortunate were Lance Macklin, whose H.W.M. had oil pump trouble; the Gordinis of Trintignant and Behra, both victims of transmission trouble, the former having gone well up to and beyond half distance; and de Graffenried's Maserati, with engine trouble when in seventh place. Nineteen starters and nine finishers; Ferraris first, second and third once more. It may even sound a little dull; but it was a good race, and the Maseratis were unlucky in not making a closer finish.



Hardly recognizable as a product of the Milan factory was Daetwyler's Alfa Romeo which won the super sports class of the Swiss national sports car race.

Lance Macklin, in the early stages of the race, brings his H.W.M. through the hairpin at the south-east corner of the circuit.



THE AUTOCAR.

En route to Copenhagen: The Austin-Eccles outfit on the autobahn between Hamburg and Lubeck for its occupants to take a picnic lunch.

by JOHN YOXALL

CARAVAN COMMENTARY

Wonderful Copenhagen : 2,000-mile Test of a Light Four-berth

EXCEPT for weather, Copenhagen, as the venue of this year's international caravan rally, the fourteenth of the series, lived up to its Danny Kaye reputation. It being in the dividing line between two weather systems a continuous series of thunderstorms developed, which rendered the caravan area very soft.

The organization was good; people were always on hand in the secretariat to answer questions and a small but complete market place had been constructed where the shop assistants seemed to speak every language under the sun. An efficient public address system—quadrilingual—started each day with a pleasant good morning and bulletin of the arrangements for the appropriate excursions. For the further convenience of visitors a bank was available for money changing, and a post office which, as a final touch, had had a special franking stamp designed for the rally. The temporary sanitary arrangements installed would have done credit to many permanent sites in this country.

Except perhaps via Harwich and Esbjerg, a trip to Copenhagen entails a long tow and this undoubtedly affected the attendance. Some thirty or so British caravans put in an appearance, but it was impossible to count the exact number because of daily arrivals and departures. Some arrived within a day or two of the end of the rally, while others moved off for a few days to Sweden and Norway. A count made about halfway through the rally showed 161 caravans present; French 81, British 34, Dutch 19, German 10, Belgian 6, Danish 4, Italian 3 and Luxembourg and Switzerland two each. There would have been a much greater British representation had the shipping costs involved not been so high.

Such is the reliability of the modern car and caravan that, despite the appalling state of the roads in places, few breakdowns occurred. An unfortunate case was that of Mr. A. J. Hall, who had a rim failure. This is not an isolated instance, and it points to underwheeling for the load carried. Fortunately, the spare wheel from Hall's Humber Super Snipe fitted the caravan, but this left him without a spare for the car. The start of events in this trouble was a split in the rim developing for several inches along the line of the edge of the outer cover.

Rivals

If there were few failures there were some excitements. The chief of these was a towing match which developed on the Hamburg *autobahn* between the Gardners of the Cheltenham concern with a Jaguar-Bison outfit, one of the new Carlight 17-footers towed by a Triumph Renown and a Colt behind a Land-Rover. Mr. Sam Alper, of Alperson's, in the last of these, was first out of the running, mostly because his van was not standard in its internal furniture and weight distribution was not all that it might be. The Land-Rover is an excellent device for towing anything anywhere, but its short wheelbase is not the best thing to stop snaking.

A walk round the caravan site was instructive. Mr. McLoughlin from Birmingham was there with the caravan which he constructed himself, and which won the competition for the best amateur-built caravan at the Caravan Club's National Meet at Overstone this year. Deer antlers decorating the front of his towing Daimler marked the fact that he had towed his van through Norway to the Arctic Circle before coming to Copenhagen. At that stage he had already spent over £70 on petrol.

The Cheltenham Bison brought by the Gardners was really on a delivery tour to a customer in Sweden—the first to be sent there. Incidentally, over a quarter of the British vans present were Cheltenhams and a very pleasant dinner party was given by the Gardners to members of the Cheltenham Club present—including M. and Mme. Quintard, of France, who own a 19-year-old Gazelle which they tow with a Citroen Fifteen.

The French had the biggest contingent and, as is usual, showed a variety of awnings—all colourful and some a good deal larger than the caravans supporting them. Towing bracket devices were in some cases weird and wonderful, endless complication being employed to effect a very simple task. A string of three pure white Henons was there, the largest having twin wheels in tandem to support its weight. This van I noticed was sporting the rally pennant given for the timed "Rally to the

Sun" held at Easter, 1951. The last heard of it in that event was on a hill in the south of France with most expensive noises coming from under the bonnet of the towing car. The big Henon is elegant but weighty.

The Notin range of vans is about the nearest the French have to the British style. An interesting feature of them is the fold-up double bed which, during the day, disappears to become the end wall. It is stowed with the bed ready made and for use requires only to be pulled down. This arrangement enforces a centre kitchen. Another convenience in the Notins is the provision of running water. Instead of the British system of pumping water direct into the sink an air pump is used to give sufficient pressure to force the water from the storage tank to a tap.

A number of the Belgian participants had British vans, several Berkeleys showing how successful is Arthur Herck, the firm's agent in Belgium. One very attractive Belgian-owned outfit was an Eccles Alert towed by a 2½-litre Riley.

The German representation came mostly with Munich-built Sport Bergers towed by Volkswagens. These, at first glance, appear to be constructed of aluminium sheet but actually the walls are of hardboard. The Germans are credited with being an ingenious race, yet their corner jacks are ineffective in the extreme. Those in the front of the van have no adjustment at all and those at the rear are separate three-legged pyramids with hole-and-pin adjustments. How the van is ever made level and firm on uneven sloping ground is difficult to understand.

From California

Perhaps the most unorthodox caravan at the rally was the American Airstream brought by Mr. Wally Byam and his wife from California. This van is all-metal double-skinned with Fibreglass between the skins for insulation. Inside it is laid out with, at one end, a non-folding double bed with store shelf over, a centre kitchen and a lounge near the entrance. To British eyes the cold plastic and metal furnishings looked rather dreadful and even Mrs. Byam, whose loyalty to the products from her husband's company is undoubted, had to admit that she admired the beautiful woodwork she had seen in the British vans. The Airstream Mr. W. Byam tows with a Volkswagen utility which, he says, is

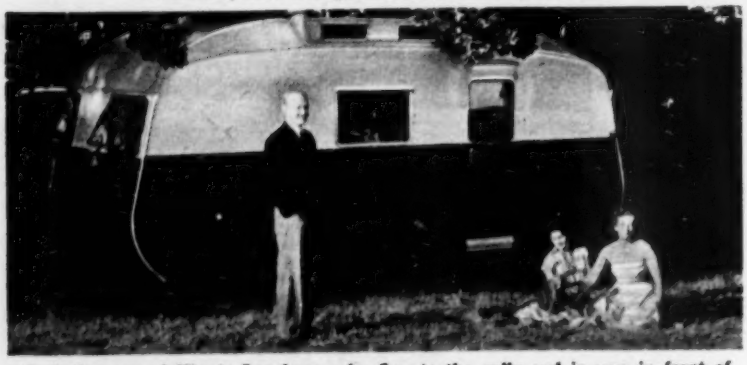
A German effort comprising a utility Volkswagen and much striped awning.

A few adjustments were needed to the Daimler which towed Mr. E. J. McLoughlin's van across the Arctic Circle.

Mr. Sam Alper, with party, suns himself at the door of his Colt special.

A line of vans in the British section of the International Rally in Bernstorff Park, Copenhagen. The Super Snipes both tow Freeman vans, the one nearest the camera belonging to Mr. A. J. Hall and that in the middle distance to Mr. W. P. Stote, who is vice-chairman of the Caravan Club.

Ablutions outside the Gardners' Cheltenham Bison. Towed by the Mark VII Jaguar on the left, there is ample tractive power for this outfit.



Cyril Gregory, of King's Cup fame, who flew to the rally and is seen in front of the Carlight brought over by his co-director, Mr. W. R. Earl.

CARAVAN COMMENTARY . . . . continued

quickly wrecking his spine. Apparently, the springing is very hard and the driving seat is immediately over the front axle.

The non-standard Alperson Colt which Mr. Sam Alper brought is in process of being developed as a two-berth always to be ready for immediate use with proper stowage for everything in drawers and cupboards, obviating the need for packing anything.

Attending the International Rally was made the opportunity to test one of Eccles' new Coronation models. This is a 12ft four-berth tourer with aluminium outer panelling and hardboard interior. In the front is the usual double-berth dinette and at the rear there is the choice of a double-berth settee or two singles—one above the other. If so desired, an extra mattress can be carried to make up a fifth berth.

With this arrangement there is no alternative to a centre kitchen, but this is no hardship but a definite advantage as regards weight distribution. The wardrobe, opposite to the stove, is roomy and has a double folding door, panelled on both sides, which opens out to form a partition across the van. A second small table fits on the wall between the kitchen and the rear beds.

Mattresses are all four-inch Latex rubber of an extremely comfortable type. Here is a tip. We found that eggs and gas mantles stowed in the square mouldings of the mattresses would withstand even the worst *pavé*. To make more cupboard space available in a van of such modest dimensions, the gas bottle is outside when in use. Two gas lights are provided. The makers give the weight as delivered as approximately 12cwt.

For its road performance there is nothing but praise. During the three weeks it was in my possession it was towed over 2,000 miles through five countries by an Austin A.40 which has long since lost the bloom of youth. That it was well within the towing capabilities of such a car was quickly proved even before leaving England. With the van loaded with everything for four people for three weeks, the stiff hill between Folkestone and Dover was climbed in second gear. Sturdiness was proved on the shattering Belgian and Dutch *pavé*. The latter in particular has the characteristic of sinking for short stretches in addition to being uneven. In these patches the van becomes nearly airborne, yet, after hundreds of miles of this, not a single rivet had protested.

Weight Ratio

With full loading, the weight ratio between the A.40 and the Coronation Eccles was about the limit for trouble-free towing—15½ cwt of van to 20 cwt of car. Any bad towing characteristics would have shown up, but on occasions on the *autobahnen* 53 m.p.h. was recorded. The outfit was sensitive at speeds over 45 m.p.h. to a heavy, gusty three-quarter rear wind, but this is understandable.

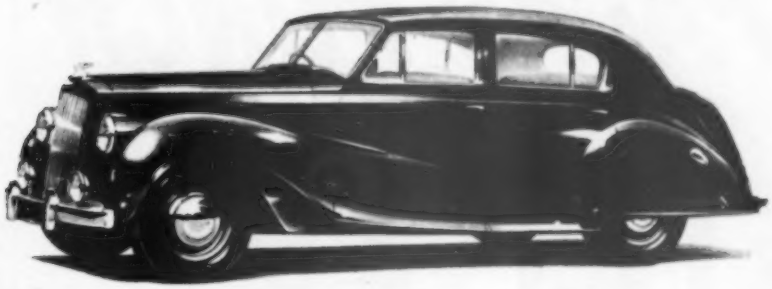
Obviously four people in a 12ft caravan have to get the drill right or they would be tumbling over each other. We had no trouble from this source but this was not because of inherent tidiness on the part of two feminine members of 13 and 14 years respectively—in fact, on the contrary—but because the layout leaves a good working space clear in the centre.

There are a few things which could be made slightly more convenient. If the sink unit and the excellent Dudley stove were transposed it would save having to clear and fold the draining board before the fourth person is able to sit at the table. A hinged flap would be a boon when cooking—at the moment there is nowhere to stand anything. A wire grid on which plates could be put to warm, or towels to dry, would be more use than the towel rail now over the sink. At least one electric light running off the car battery would be a convenience.

Most of these points are things which any owner could see to for himself. The basic van at £285 is both good looking and sound and is truly within the towing capabilities of a medium-powered car.

Mr. and Mrs. Byam with the Airstream which they brought from California. Output of these is 25 per week. (Right) Mr. Hawkins' tiny Paladin Pixy and Austin A.40.

Next in Line ....



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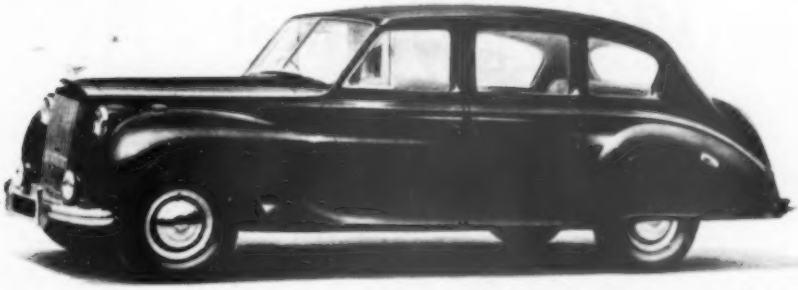

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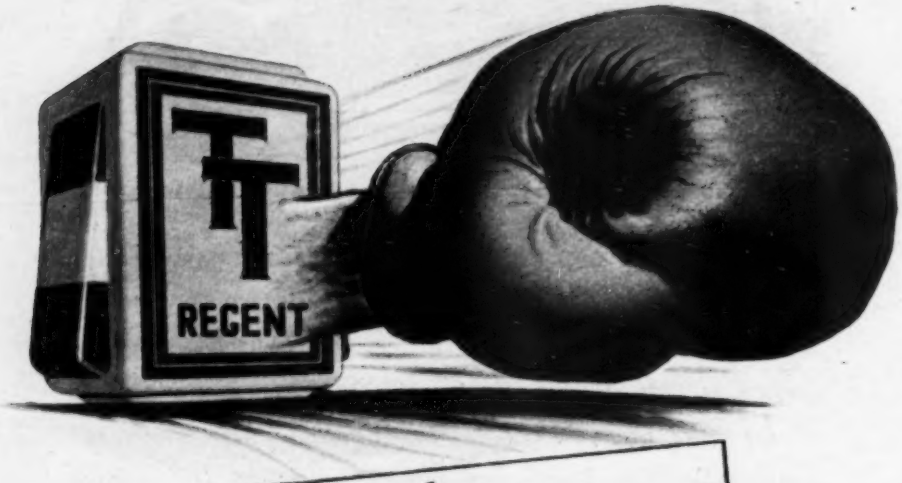

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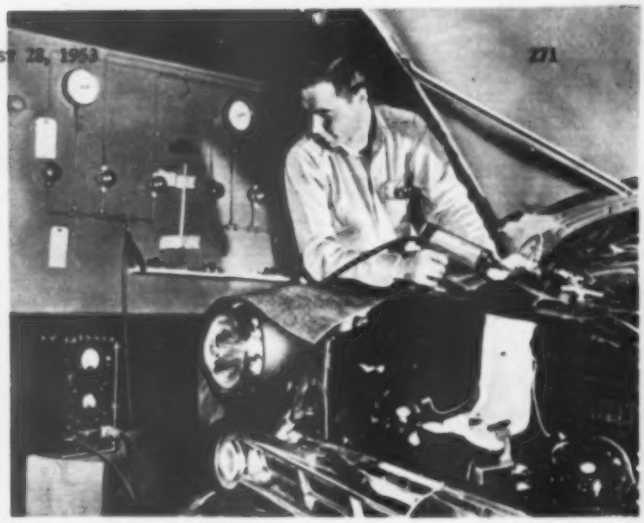


Left: Spherical "punkahs" provide the adjustment for the air conditioning inflow on the Oldsmobile 98. These are true air conditioning systems, a special temperature control and humidifying plant being part of the installation. Right: One of the servicing tools for Dodge air conditioning units is this electronic leak detector which tests for leaks after the system has been charged with a refrigerant gas known as Freon.

DETROIT NOTEBOOK

IT seems that the U.S. manufacturer and motorist have jointly reached the same conclusions regarding power steering as the British Medical Research Council reached in the laboratory. As your Mr. Scribe recorded (August 14), the human being's muscular movement becomes a bit erratic if it is not met by any resistance. The Chrysler company is committed to the principle of "full power" steering, which calls for a minimum of effort on the part of the driver, and it is felt over here that eventually the company will compromise a little and adapt its system so as to give a slight resistance to movement of the steering wheel. General Motors, by contrast with Chrysler, have retained such resistance in their Saginaw system, and have publicized this as an advantage under the slogan, "feel of the road."

Most motorists agree that it is desirable that there should be as much uniformity as possible in this matter, for the sake of safety, and it would not be surprising if, when Chrysler show signs of willingness to retreat from their present position, G.M. were to reciprocate by permitting a reduction in their "feel of the road" pressure so that an ultimate figure is obtained that suits both giants.

Popularity of power steering now has some statistical backing. Where, in 1952, 54.2 per cent of Buick Roadmaster production was equipped with power steering, the figure for the first six months of 1953 was 100 per cent. For the Buick Super and Special models, power steering rose from zero in 1952 to 22.2 per cent of Super production in the first half of 1953, and 3.5 per cent of Special production. Corresponding figures for Lincoln were 50 and 64.6 per cent, Oldsmobile 12 and 45 per cent, De Soto 33 and 48 per cent, and Packard and Pontiac from zero to 21 per cent and 11.9 per cent respectively. When considering these swoops from a zero rate, it must be remembered that on some of the models concerned power steering was not available in 1952. Alone amongst these rises in popularity, Chrysler record a fall, 45.3 per cent of production of the model concerned having had power steering in 1952 and 40.9 per cent in the first half of the current year.

In the meantime, yet another power-steering system has been announced, this time by the Gemmer Manufacturing Company. It is another linkage booster and takes the form of a single cylindrical unit transversely mounted alongside the track rod. In designing it the company has aimed at providing power-assisted steering for the smaller and lighter cars. The system is known as the Hydraguide, and is still in the experimental stage.

* * *

NOW in full production and installation in the Chrysler Crown Imperial is a new fully automatic transmission of the torque converter type. Called the Powerflite, this follows fairly conventional lines for these units and marks the final banishment of clutch and clutch pedal from Chrysler products.

* * *

BEST indication of the phenomenal demand for automobiles in the U.S.A., which has enjoyed boom conditions for so long now that some folk are beginning to believe that the slump bogy has at last been exorcized, is the phenomenal progress of General Motors. In the first six months of 1953, G.M. sold 1,942 million pounds worth of vehicles as compared with 1,381 million pounds worth in the first half of 1952. Profits during the period were nearly 112 million pounds as against 96 million pounds last year. Sales of cars were 63 per cent up during the second quarter of 1953 as compared with the second quarter of 1952 and accounted for most of this spectacular profit and turnover increase, although truck and commercial sales rose to a lesser extent. Car production in the 1953 second quarter was 848,383 as against 520,132 in the second quarter of 1952.

The General Motors president, Mr. Harlow Curtice, said recently that the current demand for G.M. products was higher than ever. Even with car production at its present level dealers sold G.M. models so quickly that they could not build up any stocks.

* * *

ON the lighter side of motoring in this continent is the exploit of two women who proposed to leave New York on July 27 and drive non-stop to San Francisco. Their primary aim seems to have been to prove that women are not half such bad drivers as they are painted. To achieve this, these two intrepid trans-continental travellers planned to keep a comparative score of dangerous driving incidents between men and women. This is described in a current hand-out as a "serious contribution to traffic safety." However that may be, a statement by one of the drivers can go down as an unserious contribution. "We hope," said she, "to prove that by taking turns at the wheel we can drive comfortably across country in somewhat less than a week and still arrive with lipstick and stocking seams all straight." Detroit awaits news of fulfilment at the time of writing.

H. K. JEFFERSON.

NINE HOURS AT GOODWOOD

Top: The Type C Jaguar of Rolt and Hamilton leads C. P. Hazelhurst's Kieft and N. H. Mann's DB2 Aston Martin out of the *chicane* before the pits during the first few daylight hours.

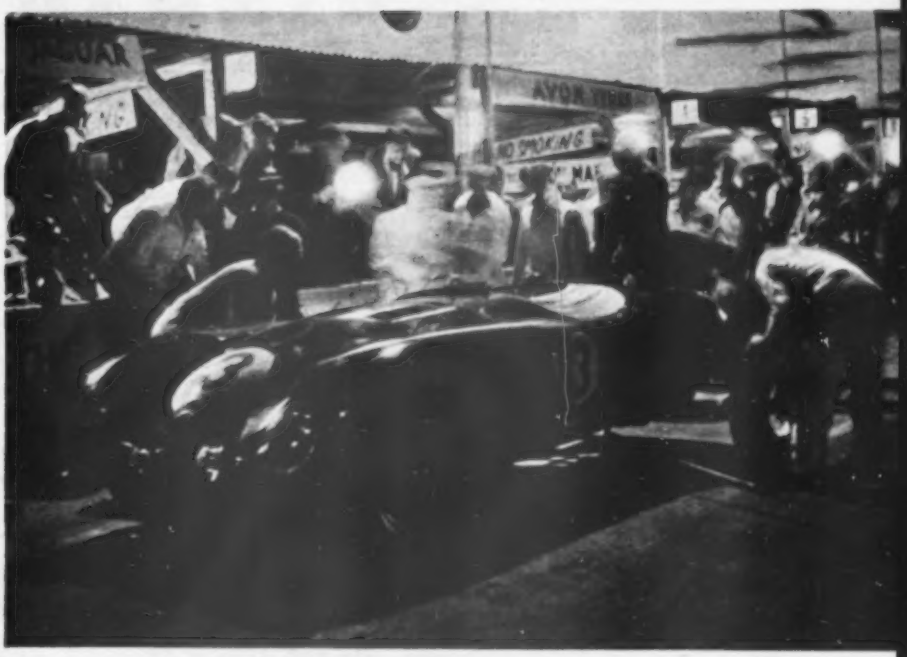
Centre: A striking study in the dusk of the Coombs and Sopwith Cooper-Bristol. Later Coombs overturned in the car, without personal injury, as a result of which it retired.

Left: A camera captures the atmosphere of racing by night. Brilliant illumination centres round the pits, and the lights of the cars make patterns down the course while the camera shutter is left open. The full moon rides high above the circuit.

Below: T. M. Meyer went well with P. Fotheringham-Parker in the special-bodied 3-litre DB3 Aston Martin. Although the body is business-like the exceptional head room gives a rather ungainly appearance.

Tyre marks indicate the line of departure of the first cars, led by the Jaguar of Moss, away from the start. In this batch Coombs' Cooper-Bristol leads the well-known Tojeiro of F. C. Davis. To Coombs' right is the works Aston Martin of Collins and beyond that is the Frazer-Nash of F. R. Gerard, which ultimately won the 2-litre class.

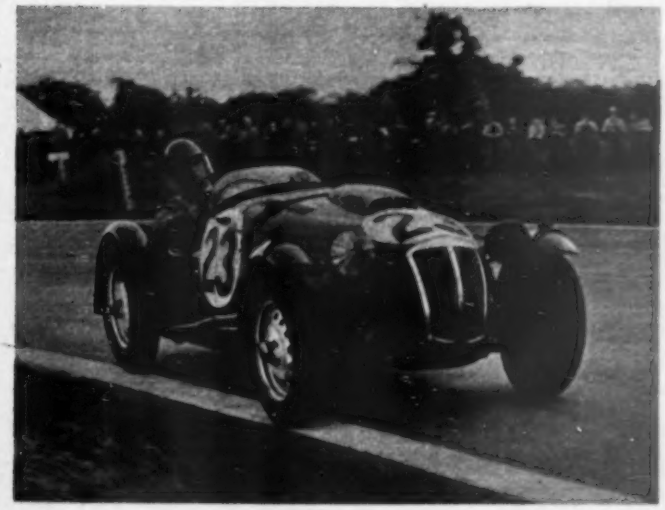
Full Goodwood Report on pages 281-284

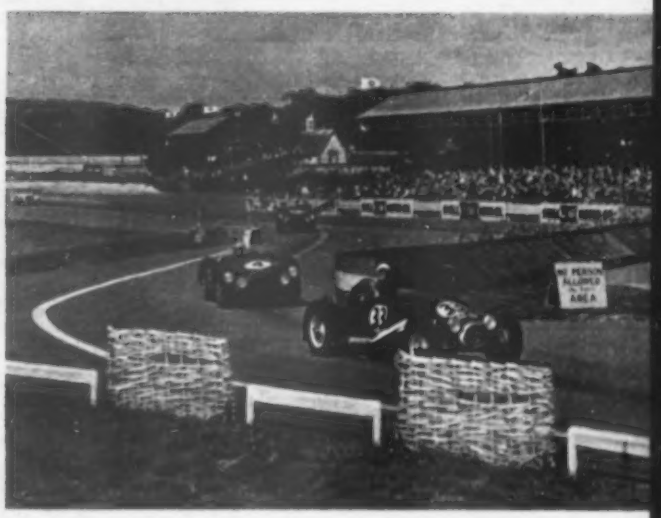


Right: Midnight is near and the only works Jaguar to survive the race comes in for a wheel change. This was the car driven by Peter Whitehead and Ian Stewart.

Below, left: Bob Gerard drove a splendid, accurate race to win the 2-litre class in a works-entered Frazer-Nash. His cornering was impeccable.

Below, right: D. M. D. Blakely's H.R.G. is chased through the *chicane* by the works Aston Martin of Parnell and Collins. Coming up behind is the special-bodied DB3 Aston Martin of T. M. Meyer.





NEW CARS DESCRIBED

Though a comparatively large car, the unadorned lines do not give this impression. Considerable care has been given to reducing drag.

PANHARD STRIK

UNIQUE LIGHTWEIGHT CONSTRUCTION

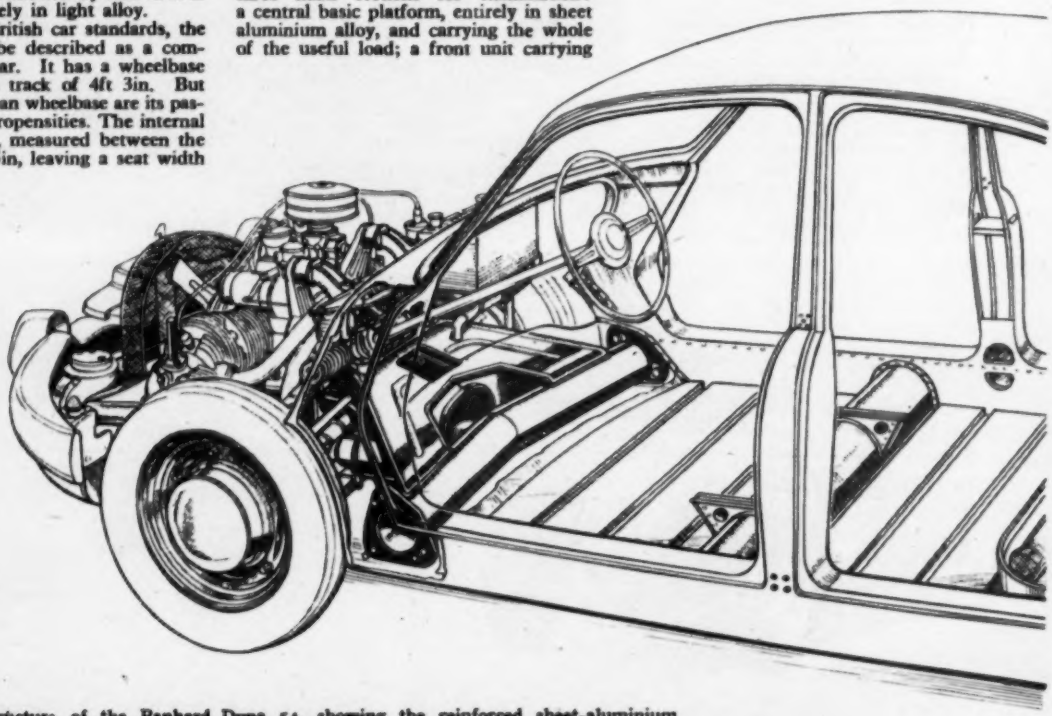
FROM whatever standpoint it is examined, the new model produced by the Panhard and Levassor Company, in Paris, and designated the Dyna 54, is a remarkable car. A brief description of this model appeared in *The Autocar* of June 26, 1953. It is a six-passenger vehicle with a kerb weight of less than 13 cwt. Probably this low dead weight of 240lb per passenger has never previously been obtained for a completely equipped car in quantity production. Unusual performance also contributes to its attractiveness, for it will carry six passengers at a maximum speed that is stated to be rather more than 80 miles per hour, and perform well over indifferent roads at an average of 50 miles per hour. A fuel consumption of 40 m.p.g. is claimed and *The Autocar* awaits full road test facilities with interest.

Wheelaway Engine

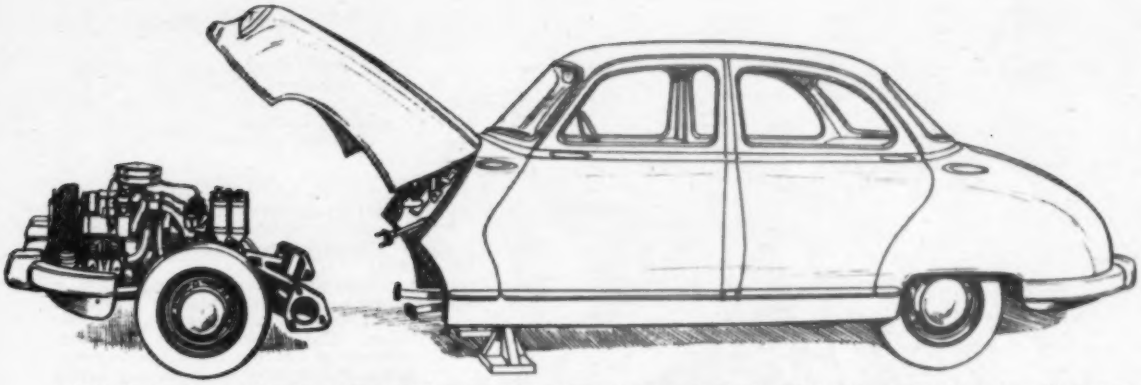
One outstanding feature, which will be appreciated by the owner and service man alike, is the fact that when repairs become necessary it is possible to lock up the interior of the car, and yet remove the entire power unit. This is done by detaching the brake, steering, petrol and electrical connections, and withdrawing six bolts. The engine can then be wheeled away. Similarly, the complete rear suspension can be removed from the body by withdrawing only five bolts after disconnecting the rear brakes. These operations need not occupy more than 30 minutes, but this time varies according to the number of men employed and their experience. These advantages are too evident to need amplification. A further major advantage from the point of view of service is that the car is not affected by rust as it is built almost entirely in light alloy.

If judged by British car standards, the Dyna 54 would be described as a comparatively large car. It has a wheelbase of 8ft 5in and a track of 4ft 3in. But more important than wheelbase are its passenger carrying propensities. The internal width of this car, measured between the door pillars, is 55in, leaving a seat width of 53in front and rear. Internal length, from the scuttle to the back of the rear squab, is 7ft 8in, and from the same point to the front edge of the rear seat 5ft 2in. Internal height from floor to roof is 3ft 9½in, and height above the seats is 2ft 11¼in at the front, and 2ft 11in above the rear seats. With a ground clearance of approximately 8in the total height under load is 4ft 8in. In addition there is a luggage locker which is 3ft 4in long and equally wide.

Structurally, the car can be divided into three main sections for examination: a central basic platform, entirely in sheet aluminium alloy, and carrying the whole of the useful load; a front unit carrying the entire engine plant and bolted to the central platform; and a rear bolted-on unit comprising the rear suspension, wheels and brakes. In general layout this construction has been followed by Panhard for several years, but in the model under examination there are some radical changes. Formerly, a rather extensive use was made of light-alloy castings, whereas in the Dyna 54 castings have been abolished entirely from the body and the structure is of light-alloy sheet metal.



The general structure of the Panhard Dyna 54, showing the reinforced sheet-aluminium platform to the front end of which is bolted the steel frame carrying the engine, suspension, and front-wheel drive. The unusual rear suspension unit is attached to a main aluminium cross member at the rear of the platform.



After six attachment bolts have been withdrawn, and steering column, control wires, and exhaust pipes have been disconnected, the complete engine and front wheel drive unit can be wheeled away for overhaul.

ES A NEW NOTE

FROM A FAMOUS FRENCH FACTORY

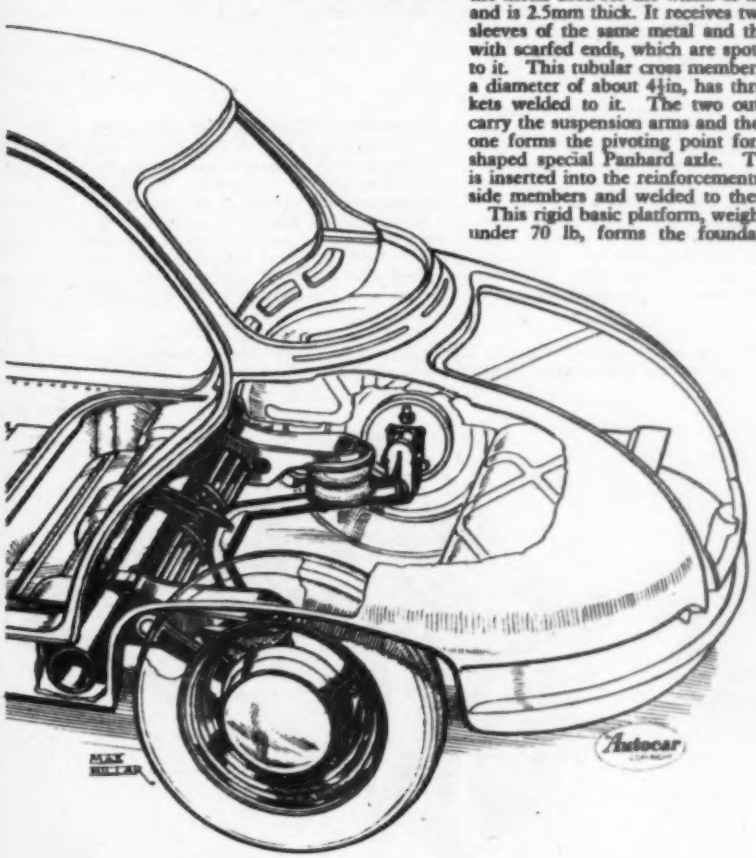
In reality, the car comes into the class of the unit-construction welded steel body —except that little steel is used.

The basic platform consists of two side members, being the equivalent of the longitudinal members of a normal chassis frame, a flooring with transverse corrugations, and three cross members. The front cross member is of steel and is removable. It weighs 69 lb. Maximum rigidity has to be concentrated in this basic platform and is obtained by building up the side members of three channel-section pressings, welding them into a double box section, and by incorporating the three cross members. The central cross member is semi-circular, with internal reinforcements. The two seat mountings encircle this, and are welded to it. This member is then spot welded to the flooring along both its flanges and to the two side members.

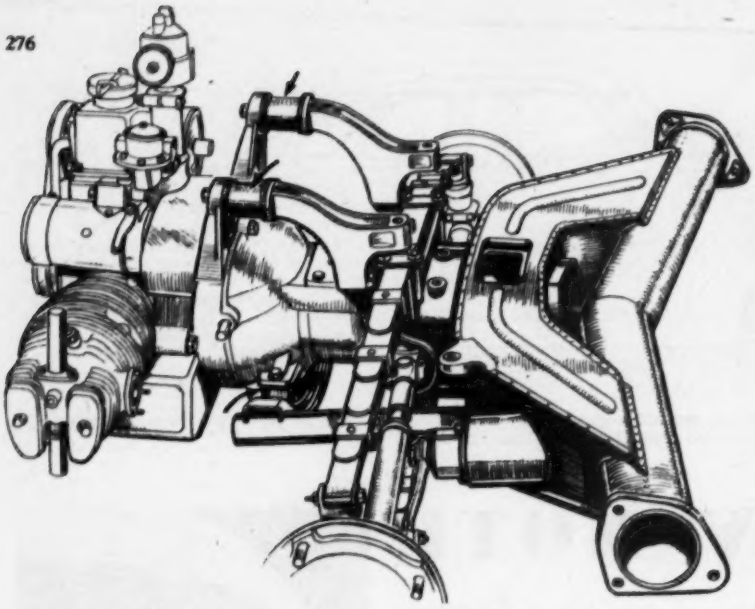
The rear cross member is different. It is built up of a drawn tube in Duralinox, the metal used for the whole of the body, and is 2.5mm thick. It receives two rolled sleeves of the same metal and thickness, with scarfed ends, which are spot welded to it. This tubular cross member, having a diameter of about 4½in, has three brackets welded to it. The two outer ones carry the suspension arms and the central one forms the pivoting point for the V-shaped special Panhard axle. The tube is inserted into the reinforcements on the side members and welded to them.

This rigid basic platform, weighing just under 70 lb, forms the foundation on which the body is built, and to which the mechanical components are attached. Since all the load is concentrated on the platform, light gauge metal can be used for the upper parts, the roof panel, for instance, being as little as 1 mm thick. The body framework is formed of channel-section pressings. Assembly is entirely by welding. The complete body, with bonnet, minus any glass or trimming, weighs 216 lb.

Every driving aid is mounted on the steering column, directly in front of the driver. The gear lever is on the right and a smaller lever, to the left, controls headlights and horn.



A distinct departure from previous Panhard practice is the front cross member carrying the power unit. This is formed of a very open V-shaped steel tube, with a diameter of 5½in. Rigid flanges are welded to both ends along with a box-section platform which forms a forward extension. To this forward extension two parallel steel tubes are welded and the whole is united by a channel-section cross member, thus forming the engine carriers. This entire assembly weighs 83 lb. The whole of the mechanical items, as well as the battery, are located on this. Of the engine itself, little need be said, for it is similar to that which Panhard has been producing for a few years. The two opposed air-cooled cylinders, of aluminium alloy castings with integral head, have a bore of 85 mm and a stroke of 75 mm, giving a cubic capacity of 850 c.c.



The welded sheet-steel frame carrying the double half-elliptic front suspension, and (marked by arrows) the rubber mountings of the overhung power unit at three points.

PANHARD STRIKES A NEW NOTE . . . . . continued

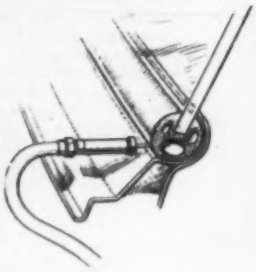
The engine develops 40 b.h.p. at 4,000 r.p.m. and peaks at 42 b.h.p. Prominent among its design features is the use of roller bearings and torsion bars for valve operation. In addition to the various versions of this engine that are being produced is an opposed twelve-cylinder, manufactured for the French Government.

Engine mounting in the Dyna 54 is a patented feature. Located on the cross member uniting the two engine-carrying tubes there is welded a curved channel-section cross member. Below the engine portion of the circular clutch housing there is an inverted channel-section pressed steel member, secured to the housing by two bolts and filled with bonded rubber. This rubber extends about a quarter of an inch below the lower edge of the channel and a flat steel plate is bonded to the projecting rubber. This plate is attached to the fixed cross member by two bolts. All the load is therefore carried on a mass of rubber having a bearing length of about 10in and a depth of about 2in. This takes the vertical load. Transverse reactions are absorbed by two arms formed on a plate sandwiched between the inner and outer halves of the clutch housing and connected to two cast brackets mounted on the cross member through two big diameter rubber bushes. Connection is made by a bolt passing through the rubber.

Rear Suspension

Another interesting use of rubber is for the auxiliary rear suspension. Basically the rear suspension has undergone no change. An open-V tubular axle is used and is pivoted to the central bracket on the rear tubular platform member. There are suspension arms at both ends, the suspension itself being by transversely mounted triple torsion bars. Unlike the front, which is a completely independent suspension, the rear is just unconventional. Welded to the outer ends of the splayed axle are two flat steel discs of about 7in in diameter, carrying a disc of soft rubber. Directly above is a pressed steel bracket on the inner face of which there is a very big soft rubber ball. The two rubber faces come into contact with each other when full load is carried and the rubber is compressed on bump. This relieves the hydraulic dampers and gives a soft and silent supplementary suspension.

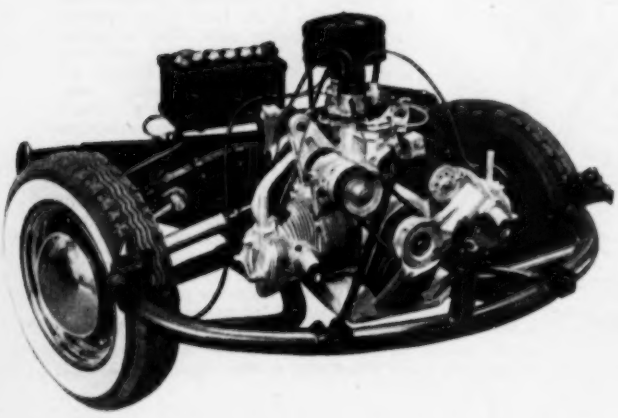
Since all the engine details have a forward overhang, adequate protection has to be provided against front-end collision. This is done by two steel tubes telescoping into the two engine-carrying tubes, then splayed outwards and having their ends welded to a big diameter tubular bumper of the wrapped type. It is this tubular bumper which provides all the protection, but it is faced with a polished aluminium-alloy channel section of sufficient height and thickness to withstand less important shocks. The bonnet and the wings are in one piece, hinged at the rear; on this being raised, complete access is obtained to the entire engine. There is a cone on each end of the bumper fitting into a rubber bush on the two outer edges of the combined bonnet and wings. An automatic catch, released from inside, secures the bonnet. Combined head and side lamps are recessed in the bonnet.

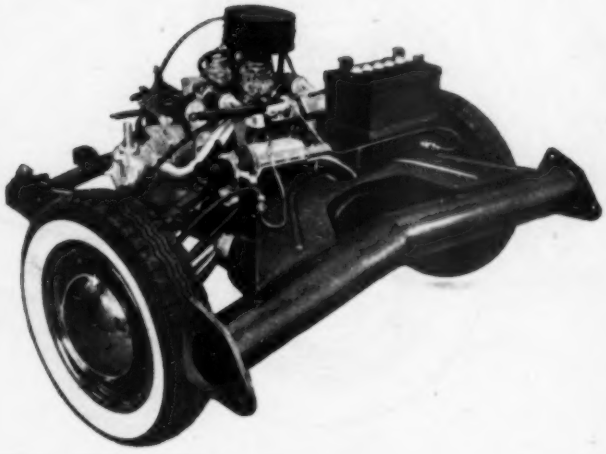


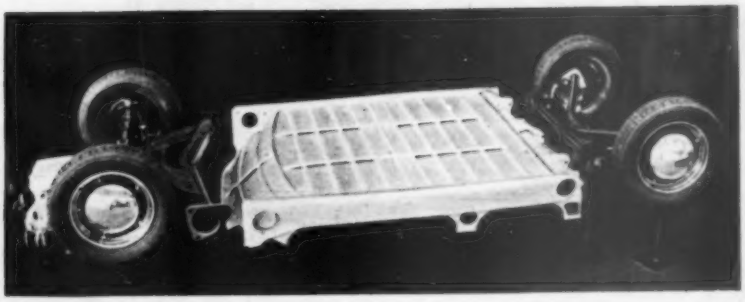
The hollow rubber surrounds of the windscreen and rear window are inflated by compressed air through a hypodermic needle.

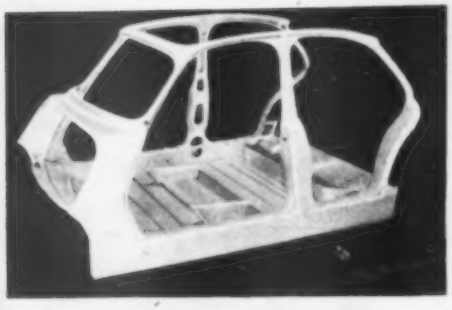
An air tube is used as a rubber moulding for the curved windscreen and the rear light. Both the glass and the metal are coated with a rubber solution before the moulding is positioned; after fitting the

Bolted on to the central platform, the front unit carries the entire engine assembly. Two rubber-damped steel tubes, telescoped into the main engine carrying tubes, are splayed out and welded to a substantial wrap-round tubular bumper.









Shown inverted are the three units that make up the chassis. The central platform is of sheet aluminium alloy and two side members, a flooring with transverse corrugations, and three cross members. The front removable cross member is of steel. The body framework is of channel section pressings and is welded to the central section.

air chamber in the tube is pierced with a hypodermic syringe and then inflated to give a perfectly watertight joint. The small hole is self-sealing.

The steering column outer casing is formed of pressings which constitute a housing for the speedometer, the gear change lever, and all the switches and instruments. Thus the driver has every driving aid in front of him on the column itself, the main instruments being viewed through the two-spoke steering wheel. The gear lever is on the right of the column, and a smaller lever, giving combined control of the head lights and the horn, is on the left. Among the steering column controls is a master switch connected to the battery. There are no instruments on what would normally be the facia board. The top edge of this panel is soft rubber-padded and faced with imitation leather. There are three rather small cubby holes.

The upholstery is made up of hooked-on panels. Both the floor and the ceiling are lined with Fibreglass insulating material. Streamlining has been scientifically evolved on the road with full size prototypes, and in the wind tunnel with scale models. The reduced drag of an almost aerodynamic body, combined with the very low weight of the car, may partly explain the unusual performance. The aim of the Panhard engineers has been to obtain minimum drag and maximum stability at a speed of 75 miles an hour. At this speed, centre of pressure and centre of gravity should almost coincide.

Some of the details incorporated to reduce drag are obvious to the casual observer—the recessed head lamps; the small air inlet between the top of the bumper and the bottom of the bonnet, with the air carried directly on to the cylinder heads, and the strip moulding which continues the door hinges, with the door handles flush in the top band. Finger pressure on the rear of the handle causes the door to spring open. Two traffic indicators are fitted on each side of the car, one immediately behind the bonnet, and the other immediately behind the rear door. These are elongated and streamlined into the body. A flush petrol filler cap springs open on a touch of the finger and snaps down airtight. On the undersurface the only projection is the central exhaust pipe.

Inter-wheelbase

Passengers are carried entirely within the wheelbase. The petrol tank, in light alloy with a capacity of 8¼ gallons, is recessed into the locker floor and spot welded by its flanges to the flooring. Connection from the tank to the filler cap is by a rubber pipe. The spare wheel is carried flat in a watertight compartment at the rear of the locker, held down by Sandow bands and having tools and jack to left and right of it. There is a fixed baggage platform immediately above it. As the rear seat squab is hinged the baggage can be reached from inside the car.

Air cooling does not lend itself readily to internal car heating. In consequence, an independent heater of the catalyser type is mounted on the engine unit. It draws its supply of petrol from the main tank and is put into action by an electric resistance. There is no flame. An advantage is that the car interior can be brought up to the required temperature before leaving the garage, and this temperature can be maintained while standing. There is a by-pass from the hot-air pipe to the windscreen. Decorative chromium has been replaced in every case by polished aluminium, thus saving weight in the smallest detail.

SPECIFICATION

Engine: Flat twin, air-cooled. Bore 85 mm, stroke 75 mm, 850 c.c., b.h.p. 40 at 4,000 r.p.m. Cylinders in light alloy with integral heads. Patented roller bearing crankshaft and roller bearing big-ends. Overhead valves, with torsion bar springs.

Clutch: Dry single-plate.

Gear Box: Four forward speeds and reverse, with overdrive on fourth.

Final Drive: To front wheels with constant-velocity universal joints.

Suspension: Front independent by transverse springs and hydraulic dampers. Rear by triple transversely mounted torsion bars, with hydraulic dampers and rubber blocks.

Body: Four-door saloon, chassisless type, manufactured in light alloy.

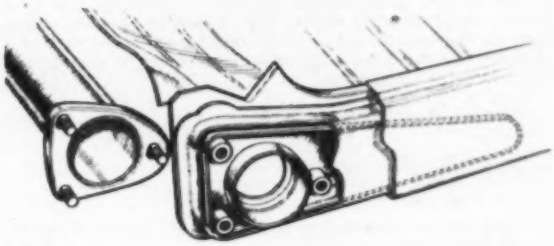
Wheelbase: 8ft 5in. **Track,** front and rear, 4ft 3in. Ground clearance under load, 7.8in. Overall height under load, 4ft 8in. Width of front and rear seats, 4ft 5in; height, rear seat to roof, 2ft 11in; height, front seat to roof, 2ft 11¼in. Turning circle 31ft.

Tyres: 145 x 400 mm on steel rims with 5-lug attachment to spider.

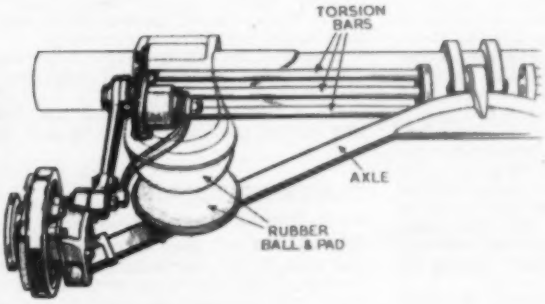
Petrol Tank: 8.8 Imperial gallons; claimed consumption 40 m.p.g.

Battery: 12 volt.

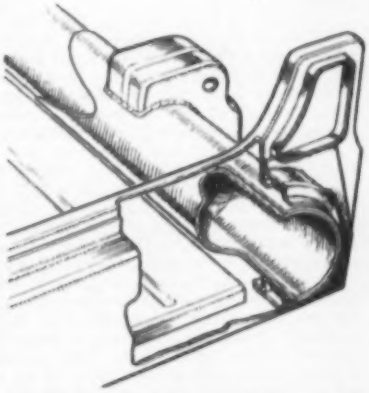
Weight with full tank, spare wheel and tools, 12 cwt 86 lb



Left: Flange attachment, with bolts, of the front steel cross member to the reinforced side members of the aluminium platform of the car.



Right: Triple torsion bars of one half of the unorthodox Panhard rear suspension, controlled by a hydraulic damper. When the car is under full load a further form of damping is afforded by a large rubber cushion.



Attachment of the reinforced aluminium rear cross tube to the side members of the platform.

An old timbered cottage at Bridge End, Warwick, keeps pace with the times and mounts a television aerial.

CORRESPONDENCE

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1

FUEL ECONOMY

Unorthodox Methods Employed

[65109.]—I read in the article "Man-Hunt for Fuel Economy" (*The Autocar*, August 14) of the desperate attempts of a motorist to eke out the costly petrol by divers expedients. I claim to have been very successful in this by adopting unorthodox methods.

Naturally, I drive for fuel economy; this is essential, and luckily such driving methods are a dual economy as the wear and tear on the vehicle are less. Apart from this my car is run all the year round with no dynamo running and no fan. The power absorbed by these components is very considerable and, over ten years in which the car has been thus used, the saving in fuel and dynamo overhauls must be well worth the small trouble involved.

My car is housed in a garage next to the house where I have a three-amp charger installed; the charger is connected up nightly with a quick connector plug and socket, and charges the battery to make up the loss during the day. I have an indicator device to show when to switch off the charger, of course, though estimating is not difficult. If very little running has been done and no lights have been used it is connected only every other day.

As regards the running temperature without the fan, only in the hottest weather—such as we seldom experience—is any need felt for this and in winter the extra running temperature is a godsend. I feel that in winter, at least, almost every car in this country is overcooled. Lest there should be a general rush to discard fans in the summer time, let me say that my car has an o.h.v. engine with light alloy head and does not suffer from pinking or running-on because of local hot-spots on even very low-grade petrols. It is kept in good tune as regards ignition and carburation and the mixture is not weakened.

Let me say that, driving briskly, I can get 41 m.p.g. on a give-and-take run of 44 miles from Enfield to Kings Langley and back, which is far from flat; this for a 17 cwt 10 h.p. vehicle is good, in my opinion. Driving with care I have had 47 m.p.g. between Enfield and Colchester; overall consumption is about 35 m.p.g.

During the winter a 500-watt heater is used under the sump for one hour before starting off in the morning, and the first five miles are covered with the radiator completely blanked off with a muff to get the engine hot quickly. I have run one other vehicle modified in this way—a 1937 Austin Seven Ruby saloon, with the fan belt off and dynamo field fuse removed to stop it charging and thus reduce the power absorption; the dynamo was not removable on this car. F. W. CHAMPION.

London, N.21.

[Cost of charging and heating current must be borne in mind. —ED.]

PRESS ON

Insistence by the "Heavies"

[65110.]—Three times during recent months I have had the following experience:—

A lorry has started to overtake another lorry; on my approach from the opposite direction the first lorry flashes its head lights two or three times (in broad daylight), and continues overtaking, thus forcing me almost to a standstill.

It seems to me that the driver of the overtaking lorry is saying, or signalling, "Although it is your road I am determined to come on."

I wonder if any of your readers have had a similar experience, and whether anything ought to be done about it.

RAY. T. MCGAW.

HORSMAN TROPHY

A Fair Trial by Car and Driver

[65111.]—Whilst I fully appreciate the value of orthodox rallies and trials, I feel the forthcoming driving competition for the Horsman Trophy, to be run by the Liverpool Motor Club, should prove both interesting and popular, as it will provide an oppor-

The lightning fast and velvet smooth

HUMBER SUPER SNIPE

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CORRESPONDENCE . . . . . continued

tunity for enthusiasts to show their prowess as drivers, and their abilities as mechanics, without having to subject themselves to the necessary regimentation and essential discipline of normal trials.

The complete absence of restrictions as to the type of vehicle which may be entered, other than that it should have four wheels, will allow full scope to those who like to develop their cars to their own liking without having to meet any particular set of regulations.

Summed up, it would appear that if your watch packs up it won't matter, but if your engine does, it will! It is, in fact, a test of "*Hors* and *man*"! N. SHORROCK,

Coventry. Shorrock Superchargers, Ltd.

MOBILE FUN FAIRS

Police Escorts Urgently Needed

[65112.]—Soon after reading letter [65070] I came across an even more dangerous condition on our roads. It consisted of three separate heavy diesel towing vehicles, each drawing three large trailers marked with the name of a fun fair. Traffic was disorganized and, of course, it was difficult and dangerous to overtake this slow-moving caravan. No guiding policeman or police vehicle was seen in either countryside or town; in Buckingham itself I saw the lorry mates jump down, run ahead and wave other traffic to the side of the road. Surely the police of Buckinghamshire and adjacent counties knew that this trundling mass was on the roads and could have provided some discipline and safety?

While on the subject of safety, it seems to me deplorable that large operators such as the Army, R.A.F., and British Railways do not ensure that driving mirrors show clearly to the rear *even with a loaded vehicle*. The noise in the driving cabs is such as to preclude the driver's hearing the horn of a following vehicle. I speak especially of vehicles from the Bicester Ordnance Depot and the surrounding airfields. D. S. HAYTON-WILLIAMS.

Headington, Oxfordshire.

DRIVING TEST

Full Instruction Should be Included

[65113.]—I am sorry but I cannot agree with Mr. R. G. Cooper's views [64987] regarding driving schools.

He says their main task is to teach people to pass the driving test. This is certainly true up to a point but, surely, a pupil who pays high fees is entitled to receive expert tuition, which should include all conditions of driving (competition work excepted) as well as double-declutching?

In my opinion Mr. D. E. Berry's criticism [64959] is fair; he should have received instruction in double-declutching without any special request, as this is extremely useful at times on certain vehicles.

In conclusion I would like to say that, if the pupil receives correct and proper instruction and has any aptitude for driving, he will have little difficulty in passing the Government driving test. G. F. MASON,

Coventry. Ace Driving School.

ZEBRA CROSSINGS

Suggested Improvements for All-round Safety

[65114.]—After having been abroad for a few years I returned home some months ago and I failed to understand why so many cars had their stern ends pushed in. I now know that this is often owed to the zebra crossings. The "traffic happy" pedestrian has but to place a foot upon the crossing to bring about some remarkably quick reaction times on the part of the driver of a car which is almost on the crossing. Yes, I know the vehicle behind should be at a safe distance but it seldom is. I shudder at the thought of what will happen when all family saloons are equipped with disc brakes and tyre adhesion fails on some of our indifferent road surfaces.

My particular *bête noire* is the driver who parks his vehicle on the approach edge of a crossing (and gets away with it), thus making the start of a crossing blind and turning what should be an aid to pedestrian safety into a veritable death trap.

Could not the approach side of a zebra crossing be diagonally shaded in yellow for a distance of perhaps 75ft, making it absolutely forbidden to park in this caution area? This would also be a reminder to drivers that they are approaching a zebra crossing, and it would be especially useful in heavy traffic and bad visibility. It should also be forbidden for a pedestrian to step on to the crossing when a vehicle is already within the caution area.

Lastly, why is the erection of guard rails so slow? They are the greatest pedestrian safety aid I know and, after all, the farmer puts up fences to keep the cattle in. As a pedestrian, I know how easy it is to walk into danger when thinking of other matters, so it looks as though we must be protected from ourselves.

London, S.E.27. S. W. V. CHIGNALL.

EMERGENCY STOPS

Which is the Better Method?

[65115.]—On reading Catherine Stokes' article "A Fair Test" (*The Autocar*, August 14), I was reminded of an argument I had with a friend a few weeks ago.

The remark which uncovered the sore spot was: "I jumped on the clutch and brake pedals," in referring to emergency stops.

In 1935 I was told by an old ambulance driver that it was a bad practice to declutch and brake at the same time—"much better to brake hard and then declutch to catch the engine before it stops," he said.

Being a motor cyclist at the time, I acted upon his advice and, when I took my test on a sidecar outfit, I used his method and I passed the test.

I graduated to motoring in 1939 and continued this practice and, when I eventually took my test for a car licence in 1949, I again used the ambulance driver's method for the emergency stop, and "caught" my engine before it stalled, and again I passed the test.

Two years ago I taught my wife to drive, and prepared her for the test. She used the same method of stopping as I do and she passed the test and was in addition commended by the examiner.

Many people, including a police patrol driver, have informed me that they use the same method as Catherine Stokes, and I begin to wonder if I have been guilty of bad driving all this time.

Would any readers like to express their opinion on the matter of emergency stops? G. FLETCHER.

Southport, Lancashire

EXPERIMENTS WITH A PREFECT

What is the Drag Link?

[65116.]—May I ask Mr. L. H. Pratt [65065] to expand his comments on the so-called transverse stabilizers for Ford Prefects and Anglias?

I have had a pair of these stabilizers fitted to a recent Prefect, with noticeable benefit to steering on steep cambers or in strong side winds. However, I am not sceptical of, but genuinely interested in, the suggestion that an ordinary Panhard rod is better.

It is only that I, like some other owners I have talked to, cannot follow just what Mr. Pratt has done to his Prefect, or why. Perhaps my difficulty is in not being at all sure what is the "drag link" he refers to. STEERSMAN.

Sheffield.

RAPID RECIPROCATIONS

Alternative Ways for the Piston to Lose Heat

[65117.]—One hesitates to question the excellent articles by "Tunesmith" (Service Viewpoint, *The Autocar*, August 7), but perhaps two points might be raised.

Does "Tunesmith" really mean ". . . the piston can be kept cool only by shedding its heat through the rings to the cylinder"? While this may be an important path of heat transfer, surely it is not the *only* one? What happens to the oil and air circulating below and inside the piston and around the connecting rod?

The broad view that thermal efficiency is increased by raising coolant temperature is agreed, but motorists who take "Tunesmith" literally may find that certain design factors of their own engines militate against the increased temperature, notably the factor of the mixture charge temperature.

An old car of mine with thermo-syphon cooling did, in fact, give its optimum performance at about 9[illegible] deg C. My present engine, however, gives its best at about 70 deg C, notwithstanding the fact that it can be made to boil without the symptoms of local overheating referred to by "Tunesmith."

Surely, the answer is this: The broad principle of "the hotter the better" is true, but individual cases need their own treat-

CORRESPONDENCE . . . . . continued

ment based on careful experiment, and remembering that 1, pressurizing the system will raise the boiling point, but that is not necessarily a good thing; 2, the rate of circulation of the coolant materially influences the temperature as read on the normal cylinder head-mounted element of the temperature gauge; 3, oil temperature is also a matter for consideration when experimenting.

Saundersfoot, Pembrokeshire. P. R. G. ANDREWS.

FUNGOID

Further Unwanted Toadstools—

[65118.]—The experience of your correspondent, Mr. E. D. Horne [65080], who found a mushroom garden in his Triumph Mayflower is not unique; I have had a similar experience, also with a Triumph Mayflower.

The waterproofing of this particular car leaves much to be desired, and the felt under the left-hand side of the driving compartment is usually damp. The fungus emerges at the edge of the rubber mat, near the leading edge of the door, and the best specimen so far has been, like Mr. Horne's, about five inches tall. Unfortunately, it appears to be of an inedible species!

Settle, Yorkshire. T. E. STOAKLEY.

—And a Simple Remedy

[65119.]—Your correspondent, Mr. E. D. Horne [65080] raises an interesting point about lack of adequate protection against decay of textile—and timber—fitments in cars. It makes one wonder whether British manufacturers can honestly claim freedom from this trouble in their export models, not merely in overseas use, but after the long shipment in confined spaces through tropical regions. Motorists having similar troubles could help by writing to their car suppliers so that the latter may appreciate the significance of the trouble.

The remedy is very simple. Spray, brush or dip the article to be protected in a white spirit solution of a good rot-proofing agent. Some of these agents may discolour the article, lead to corrosion of adjacent metals, spoil rubber coating or have a lingering and unpleasant odour. Some care is needed in choosing the right brew, but the cure is rapidly achieved.

Boreham Wood, Hertfordshire. R. O. SCOTT, B.Sc., A.T.I.

BWLCH TRUMAU

No Higher Point Attainable by Car?

[65120.]—Mr. H. W. Butcher's [65068] successful climb of Bwlch Trumau will interest many a wanderer in wild Wales, and if there is a higher point attainable by car in the Principality, other than via the Snowdon railway track, I should like to know of it.

Bwlch Trumau beats, by 50ft or so, the old coach road over the Beacons, from Brecon to the Taf-Fechan valley—a grand climb no longer possible by car I should say—and, indeed, as I recently found, fairly tough going for a light-weight motor cycle starting from the Brecon side.

A new road, well worth taking, extends up Claerwen reservoir for some five miles beyond the dam, until it fades out just short of a bog. Rather narrow and with a loose surface and cross gullies, it is well supplied with passing places, and gives one a fine impression of the great size and lonely setting of this latest addition to the lakes of Wales.

Sutton Coldfield, Warwickshire. EDGAR W. PILKINGTON.

APPETITE

Evaporation Losses Ultimately Equal?

[65121.]—Mr. G. Bransom Griffiths [65041] is to be congratulated on his interesting contribution on the question of petrol consumption figures. It seems clear that published figures, if they are to be comparable, must refer to a test under standard conditions of time, and it is to be hoped that some authoritative body will pursue the point.

When Mr. Bransom Griffiths advises that a nearly empty tank will minimize evaporative losses, however, one cannot agree with him (unless by "as empty as possible" he means a little puddle of petrol not covering the tank bottom). The rate of loss by evaporation is related to, among other things, the surface area of the liquid which is in direct contact with the air, but it does not in any way depend on the volume of liquid as such. The loss would be minimal if the tank could be completely filled up to the vent hole, with no air in the tank. This is clearly not practicable. A less-full tank will have more air in it than will a more-full tank, and more air will be able to absorb more petrol vapour. Thus the less-full tank will be able initially to lose by evaporation more petrol than will the more-full one. Once the air in the tank has become saturated with petrol vapour then the loss from both tanks (more-full and less-full) through the vent hole to the outside air will be, under the same atmospheric conditions, equal.

West Bromwich, Staffordshire. D. SAKLATVALA.

MISSING PREFECT

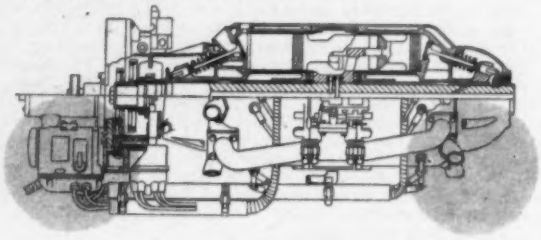
Information Wanted as to Whereabouts

[65122.]—We should be grateful if you could co-operate to enable us to try to trace the whereabouts of a Ford Prefect, which was hired from us on July 10 and should have been returned on July 18. Particulars as follows: Ford Prefect 1952; Registration No. MLT 374; colour, blue; bench-type seat in front; Chassis type and letter No. C652023.

This car was let to a hirer who gave a false address, and we have since discovered that the car he left in a Brighton garage was also on hire. We think the Ford Prefect may have been left at some garage in this country, and also we are given to understand by the police that there is a warrant out for the arrest of the hirer. G. MACFARLANE,

Hove, Sussex. G. Macfarlane and Sons, Ltd.

[Information will be forwarded.—ED.]



The drawing referred to below. (The "wheels" are subsequent additions.)

THE ULTIMATE

One Interpretation of a Technical Drawing

[65123.]—I don't know much about "The Ultimate Axial" (*The Autocar*, August 14), but the diagram at the top of the page looks very much like the kind of car I keep on having to get into nowadays. LIONEL WILLS.

London, S.W.15.

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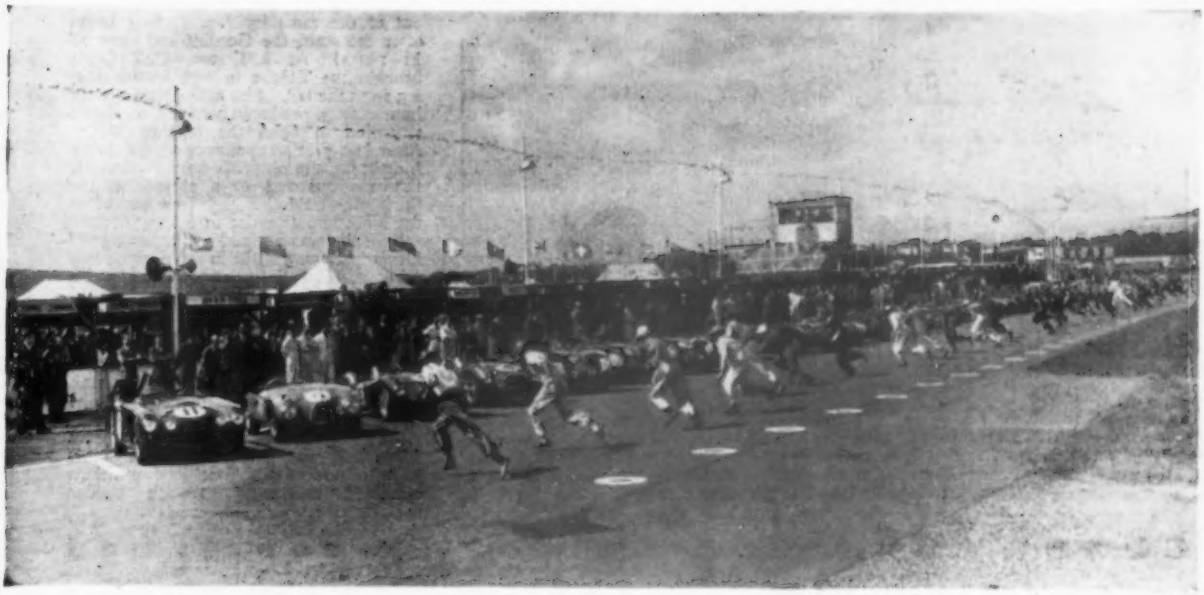


Holding place of honour in the echelon along the pits was the Abecassis and Whitehead H.W.M. with the Schell and Lucas Gordini in second position. Both these cars did faster practice laps than the Aston Martins and Jaguars.

DOUBLE SUCCESS for ASTON MARTIN

First and Second at Goodwood : Frazer-Nash Wins Class and Team Award

ONCE again Aston Martins have won the B.A.R.C.'s Nine-hour race, at Goodwood last Saturday. This time the Parnell and Thompson partnership came in first, making up for the fire which burnt out their car when it was lying third in last year's race; and Peter Collins and P. W. C. Griffith—last year's winners—were second. Once again, too, fate robbed the works Jaguars of what seemed a certain victory at the last minute.

The promised battle between the 3½-litre Type C Jaguars and the 3-litre DB3S Aston Martins proved every bit as exciting as had been hoped. For this event the Jaguars were running with compression ratios of 9 to 1 as a result of the better fuel now available—the regulations permit only normal pump fuel. Apart from this the cars were as they ran at Le Mans; two of them, in fact, were the cars that finished second and fourth, and the third was the Le Mans practice car which had won the 12-hour race at Rheims. The Le Mans winner is being held in reserve for the T.T. in Ulster early next month.

During practice the honour of making fastest lap went jointly to A. G. Whitehead's Jaguar-engined H.W.M. (aptly registered "H.W.M. 1") and Harry Schell's Gordini, each of which recorded 1m 43s. This was an extraordinary achievement by Schell, as the race was divided into classes under and over 2,000 c.c. and the Gordini was in the smaller class. Next came the two DB3S Aston Martins of R. Salvadori (1m 44.6s) and E. Thompson (1m 46.4s), followed by Duncan Hamilton's Type C Jaguar tying with Parnell's time of 1m 47s in the Aston Martin. Thus the Jaguars were far from sitting pretty, being beaten in practice by H.W.M., Gordini and Aston Martin; formidable opposition, even though the first two cars were lone entries, and less challenging than the three Aston Martins in an endurance race.

During the two practice days, which included hours of darkness so that drivers could accustom themselves to the circuit at night, the weather was not reassuring. On race day, however, though ominous-looking clouds hung about during the first few hours, the sky cleared and no rain fell.

BY 2.15 p.m. the 30 starters were lined up in echelon alongside the pits—brightly coloured cars uniformly marked with yellow circles bearing their racing numbers. The familiar red of the Italians was missing, but there were the blue Gordini of France and the silver German Porsche to give the international flavour. Crowds pressed in towards the barriers and fences surrounding the pit area; loudspeakers whiled away the time by giving information about the mechanical details of the cars, with particular reference to the disc brakes of the three works Type C Jaguars. At 2.50 p.m. they were interrupted by the klaxon warning drivers that 10 minutes remained before the start. The 3-minute warning brought drivers to the white circles painted on the track opposite the cars, where they took up positions for maximum acceleration in the rush for cars; Moss dropped on one knee, fingers touching the ground, in true sprinter's style. The starter's flag dropped.

Away !

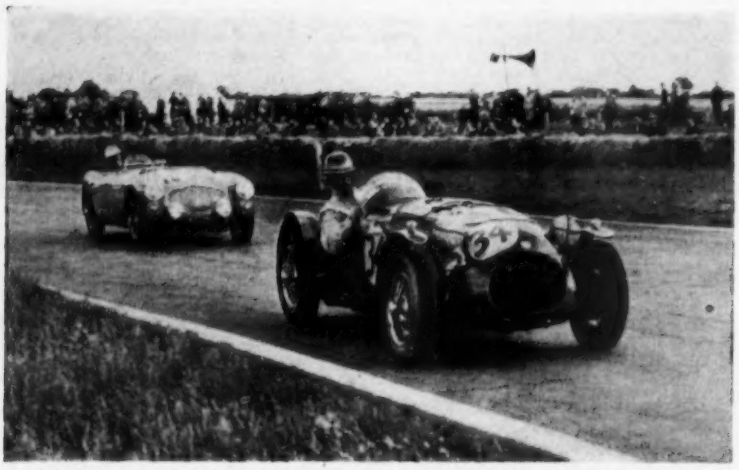
Moss, heading the rush, was first into his car and, pressing the starter with his left hand and closing the door with his right, was first away. I. M. M. Stewart, driving a similar works-entered Type C Jaguar, was next, followed by Reg Parnell in a DB3S Aston Martin. George Abecassis' XK 120-engined H.W.M. was fourth and Tony Rolt, who, in the heat of the moment, had put his foot through the Jaguar's steering wheel, was fifth. The rest of the field followed in a Walt Disney-like swarm of jostling, howling hornets, chasing round towards Madgwick Corner in close company. Alan Brown's Cooper-Bristol, slow to start, brought up the rear.

Hardly had the noise died away before the swarm, led by Moss, appeared at the *chicanes* and came through the pit area. Stewart's Jaguar was second and Abecassis' H.W.M. third, with Rolt's Jaguar

Further illustrations of this event appear on pages 272-273

Fitted with a recognition light in the rear wing valance and a small light to illuminate the racing number, Reg Parnell's winning DB3S Aston Martin sweeps round a corner in the early stages of the race.

GOODWOOD . . . . . continued



The Jacobs and Haesendonck M.G. with bored-out TD M.G. Midget engine leads the Lockett and Rudd Austin-Healey. The latter car ran with reliability reminiscent of Le Mans throughout the race.

hard on his heels. Parnell's Aston Martin was fifth and, though these were the positions, the cars were separated by only a few yards. With nine hours to go one wondered how on earth they were going to keep it up. By the third lap the distances had increased slightly and the order was: Moss (Jaguar), Rolt (Jaguar), Abecassis (H.W.M.), Stewart (Jaguar), Parnell (Aston Martin), Collins (Aston Martin) and Schell (Gordini). Roy Salvadori, previously lying in sixth place, brought his Aston Martin into the pits to check the steering and to rectify a faulty door lock and stayed for four minutes. David Blakely brought in his H.R.G. with a loose exhaust pipe. This car, one of Peter Clark's 1949 Spa class-winners, was running with the new twin-overhead-camshaft cylinder head. At this early stage of the race the pit stops were frequent. Blakely called in again at 3.20 p.m. with ignition trouble and again at 3.26 to reattach the ignition lead to the coil; these two stops cost him a total of 2m 42s.

As the race settled down it became easy to identify the cars by their exhaust notes. The three DB3S Aston Martins were comparatively quiet and, as they came round Woodcote Corner, one could hear the characteristic, tight-lipped, shrill squeal of their tyres. The works-entered Type C Jaguars, driven at this stage by Moss, Rolt and I. M. M. Stewart, were far noisier than the two *Ecurie Ecosse* cars of J. Stewart and J. Lawrence and the harsh crackle as drivers changed down for corners was unmistakable. The Frazer-Nash extremely crisp and high-pitched note was easily recognized and these cars sounded thoroughly healthy throughout the race.

So short is the circuit—only 2.4 miles—that by the sixth lap Moss had started lapping the tail-enders, and his speed was 81.82 m.p.h. At 3.31 p.m. the Gordini, which had been running very well indeed and leading the under 2,000 c.c. class, called at the pits, took on oil and changed number one plug. This was the first of a succession of pit stops brought about by oiling plugs, which ultimately put the car out of the race; by 7 p.m., four hours after the start, the Gordini had changed 11 plugs! At 3.31, too, Cliff Davis brought the Tojeiro in with smoke issuing from the tail. Fire extinguishers were immediately produced while a mechanic struggled to open the luggage locker. After last year's experience at the Aston Martin pit, the pit staffs were particularly fire-conscious and, as a precaution, the Shell petrol Bowser had been parked at the most remote point in the paddock.

This fire was not serious, however, and Davis was away again in three and a half minutes. C. P. Hazelhurst's Kieft, which had hit the fencing in the *chicane*, had stopped at the pits to clear a fouling rear wing, was sounding unhappy by now. At 3.55 Cliff Davis was called into the pits to repaint the rear number and replace the spare wheel—both of which had been damaged by the fire; he also changed the left-side rear wheel.

By now Rolt had taken first place from Moss and was slowly building up his lead; otherwise the first four positions remained unchanged, though Collins (Aston Martin) had moved up into fifth position. In the under 2,000 c.c. class Alan Brown's Cooper-Bristol was leading, two laps behind Moss, despite his slow start, with F. R. Gerard (Frazer-Nash) second and T. Sopwith (Cooper-Bristol) third. The solitary Porsche, driven at this stage by W. Buschmann, was eight laps behind the leaders and troubled by a slipping clutch. This had persisted throughout the practice period and the drivers were sportingly trying to complete the race—which they did—rather than retire in the knowledge that they had no chance of a place.

Soon after 4 p.m. H. A. Mitchell came running into the pits to collect a wheel-brace to change a wheel that had collapsed, and at 4.30 p.m. he brought the Frazer-Nash into the pits and retired. So the race went on, the Gordini stopping repeatedly for plug changing; Roy Salvadori brought the Aston Martin in with steam whooshing out of the cockpit, and retired with a leaking water joint.

Tyre Troubles

After only two hours of racing, the great strain of the short circuit and its many corners began to tell. The H.W.M. came in with the breaker strip showing in two or three places on its left-side rear tyre. All four tyres were changed, fuel, oil and water were replenished and A. G. Whitehead took over from Abecassis. A few minutes later Peter Collins' Aston Martin shed a piece of tread from the left-side rear tyre and waddled in a lap later, the tyre having burst. Alan Brown (Cooper-Bristol), J. E. G. Fairman (Frazer-Nash) and Parnell (Aston Martin) also came in to change wheels, the latter three also changing drivers. At 5.13 p.m. A. M. H. Bryde (Allard) retired with a broken half-shaft.

Rolt, now leading by half a lap from Moss, came in at 5.18 to change all wheels and take on 25 gallons of fuel. After a stop of only two minutes Duncan Hamilton took over and drove off. Moss came in six minutes later and carried out the same work, also in two minutes, and handed over to Peter Walker. Thus the order at 5.30 was Duncan Hamilton (Jaguar), Walker (Jaguar), Thompson (Aston Martin), I. M. M. Stewart (Jaguar)

Following closely after Woodcote Corner violent braking was required for the two sharp corners of the *chicane*. Here R. W. Jacobs (M.G.) leads Reg Parnell's Aston Martin and Peter Collins' similar car with W. B. Black's Frazer-Nash in the rearguard.

and J. Stewart (Jaguar). At 5.39 Ruddock's Lester-M.G. came slowly into the pits and retired with no oil pressure, and three-quarters of an hour later A. G. Whitehead brought the H.W.M. in with a broken exhaust camshaft timing chain and also retired.

Duncan Hamilton, during his spell with the Jaguar, seemed to be changing down for the corners much earlier than Rolt. While still in the lead, he approached the *chicane*, braked, and the left-side front wheel locked. He slid straight on through the barriers to the left of the first right-hand bend, stopped on the grass, turned round and returned through the gap on to the circuit and into the pits. All was well and he was away in one minute, having lost first place and a lap to Peter Walker. The brakes did not seem quite right from then on and Hamilton changed down earlier still before the corners. At 6.10 p.m. the second Allard came into the pits with a broken half-shaft. For individual singleness of purpose the drivers, R. A. Page and R. J. C. Marshall, deserve a prize. They worked on the car for nearly three hours, until soon after 9 p.m. they got it going again only to retire at Madgwick Corner within a minute or two with the same trouble. The Kieft, after running badly for some time, retired at 6.20.

Sunset

Between 6.30 and 7 p.m., as the sun was setting, drivers were bothered by dazzle, particularly between Madgwick and St. Mary's corners, and lap speeds suffered in consequence. The order at this time was Peter Walker (Jaguar), Duncan Hamilton (Jaguar), Thompson (Aston Martin), I. M. M. Stewart (Jaguar) and P. Griffith (Aston Martin). In the under 2,000 c.c. class Alan Brown's Cooper-Bristol was leading with the Stoop and Wilson Frazer-Nash second and Sopwith's Cooper-Bristol third.

Duncan Hamilton came in at 7.23 with a bald tyre, changed all four wheels, took on petrol and oil and handed over to Rolt—time out three minutes. The Austin-Healey, too, came in, an infrequent visitor at the pits, for a routine change of wheels and for fuel. This car ran extremely reliably through the race with no impromptu pit stops. Walker brought the Jaguar in for a routine stop and handed over to Moss without losing a place. Twenty minutes later it was in again for a very short time to secure the bonnet.

Driving conditions were becoming difficult in the period of half light before the head lamps were switched on. Soon after 8 p.m. the Parnell and Thompson Aston Martin came round with a bent left-side rear wing and burst tyre and stopped at the pits for two minutes.

The gallant Gordini retired at 8.17 with a blown gasket and Moss came in again for a tyre change three minutes later. By 8.30 only seven of the 30 starters had retired; Rolt, in the lead by one minute twenty seconds from Moss, had covered 186 laps and Collins (Aston Martin) in third place, together with Parnell, fourth, had covered 184 laps. Bob Gerard's Frazer-Nash was back with the leaders in the under 2,000 c.c. class, lying third, with the Stoop and Wilson Frazer-Nash leading, having completed 172 laps, and Alan Brown's Cooper-Bristol second, with the same number of laps as the leader. Collins, driving with great fire, had been lapping in one minute forty-four seconds and overtook Moss into second place for a short time.

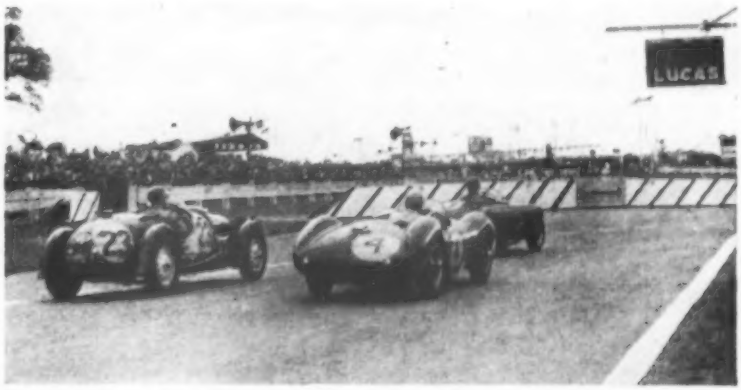
Slowly darkness fell and first one or two cars, then, at 8.20 when the "lights on" signal was given, the whole field, came round with lights on. The pit area was floodlit and countless coloured lights decorated the circuit. Spectators, feeling the cold, put on overcoats and settled down again and still the cars came round. The sky became a deep blue with thin, purple clouds over the horizon. Gradually it became dark and the head lights, probing the way round the circuit, swung across the stands and illuminated the crowds. Racing numbers were lit up by small lights shining across the yellow discs and one or two cars were called in because of light failures; marshals' flags were replaced by sets of coloured lights.

Glowing Discs

When darkness was complete the brake discs on the Moss and Walker and the Whitehead and Stewart Jaguars were glowing a cherry red as the cars braked for the *chicane*. So bright were they that it was easy to pick out the location of the yoke carrying the lining pads as a dark area against the red disc. It was odd that the Rolt and Hamilton Jaguar—the third of the disc brake equipped cars—was not doing this.

Soon after 9 p.m. the Whitehead and Stewart Jaguar was called into the pits for inspection of the glowing brake discs. Brakes were adjusted and the car left the pits in five minutes.

At 9.30 the Collins and Griffith Aston Martin limped into the pits for the second time with a burst tyre. Alan Brown came in at 9.36 and changed both front wheels and refuelled in four minutes; Blakely continued to make frequent stops in the H.R.G. though,



T. A. D. Crook's Cooper-Bristol leads Reg Parnell's winning Aston Martin and Bob Gerard's class-winning Frazer-Nash into the *chicane*. The light board to the right of the picture replaced flag signals during the hours of darkness

GOODWOOD . . . continued

when the car was running, it sounded healthy enough. After three fairly slow laps the *Ecurie Ecosse* Jaguar driven by Dickson came into the pits and, after brakes had been adjusted and plugs changed, J. Stewart took over in sixth place. Parnell handed over the Aston Martin to Thompson at 9.40 and lost a place to the Whitehead and Stewart Jaguar, moving down into fifth position. Rolt handed over the Jaguar, lying second, to Hamilton after changing all wheels and refuelling, and Moss did the same 20 minutes later, handing over to Walker.

Hamilton was now leading by one lap with Walker second and Griffith third, one lap behind.

The stream of head lamps continued to flash past, Jaguars in the first two places and Aston Martins in the next two. The glowing brake discs of the two works Jaguars still produced amazement that linings and wheel bearings should have stood up to it for so long. The cornering and braking demanded by the short, twisty circuit continued to take a heavy toll of tyres. Blakely's H.R.G. finally succumbed at 10 p.m. and retired with clutch trouble. Bob Gerard, now leading the under 2,000 c.c. class, came in for a wheel change and fuel and handed over to D. A. Clarke; Hamilton, too, came in for oil.

It seemed now that the result must be a win and second place for the two Jaguars. Collins was pressing Moss hard but it was unlikely that he would catch him, though for a few laps he was actually closing the gap. The Aston Martin's second burst tyre, however, had put it back two places and the Parnell and Thompson car took up the challenge. The Jaguar pit signalled Moss to increase speed and he started pulling away from the Aston Martin. However, at 11.05 p.m. the loudspeakers announced that the Moss car, now leading, had left the course at St. Mary's. Shortly afterwards the Jaguar came slowly round to the pits and retired. This was a bitter enough blow, but only two minutes later Hamilton came through St. Mary's in a cloud of smoke and retired on reaching the pits. At this stage of the race, with less than an hour to run and after holding the first two positions for practically all of the race, it was extremely bad luck. The reason given for the retirements was lack of oil in the right places, brought about by the surge caused by Goodwood's many corners. Two minutes later the Coombs and Sopwith Cooper-Bristol rolled over at St. Mary's Corner and retired. Coombs, who was driving the car at the time, was very fortunately unhurt.

This last-minute change of fortune put Reg Parnell's Aston Martin into the lead with the third works Jaguar in second place and Griffith's Aston Martin third. The Jaguar, however, was in no fit state to do battle with the Aston Martins. At 11.11 p.m. it came into the pits for oil (and with failing brakes) and Griffith moved up into second place. As if to prove that the Aston Martins were in no way affected by eight-and-a-quarter hours of hard racing, the pit signalled the leading car to go faster. Whitehead in the Jaguar chased Griffith all he could for second place but, with virtually no brakes, he could not hope to catch him.

A victory smile and gesture from Reg Parnell, justifiably happy after the race, while co-driver Eric Thompson attends to other matters.

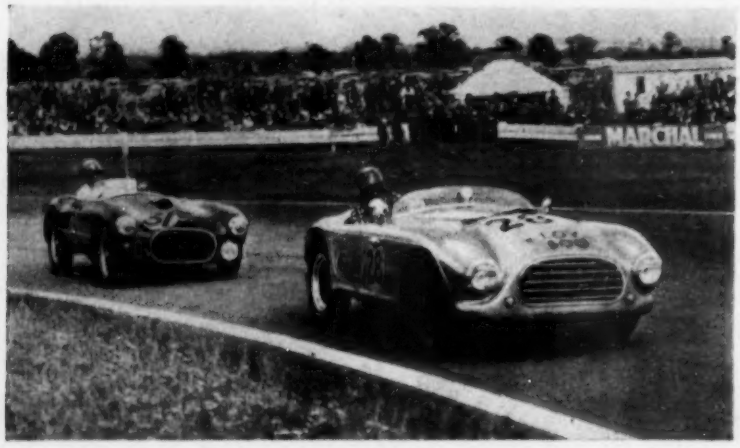
Thus, at midnight, the Parnell and Thompson Aston Martin crossed the line a very popular winner, with the Collins and Griffith car in second place, two laps behind, and Whitehead's sick Jaguar third.

The winner's average was 78.94 m.p.h. as compared with last year's average by the Collins and Griffith DB3 Aston Martin of 75.42 m.p.h. The winning drivers had covered 297 laps—a distance of 713 miles.

Bob Gerard's under 2,000 c.c. class win with the familiar green and cream Frazer-Nash was well deserved after his usual unspectacular and thoroughly sound driving, and he and his co-driver, D. A. Clarke, did well to finish sixth in the general classification. This car led home the trio of Frazer-Nash cars which again proved their reliability by winning the team prize.

As the winning cars stopped finally in front of the grandstands the crowds surged forward on to the track to see the prizes presented. Thompson and Parnell modestly attributed their success to David Brown's good cars, their team manager and mechanics and the Jaguars' retirements, and after the president of the organizing British Automobile Racing Club, His Grace the Duke of Richmond and Gordon, had also spoken, the post-midnight crowds dispersed under the splendour of a firework display.

The Porsche, driven by W. Buschmann and P. W. S. Pope which ran a leisurely race owing to clutch trouble, is overtaken by P. N. Whitehead's Jaguar and chased by George Abecassis (H.W.M.).



After a minor fire in the luggage locker had brought the car into the pits in the early stages of the race, the Davis and Leston Tojeiro is here seen leading Alan Brown in the Cooper-Bristol which finished second in its class.

GENERAL CLASSIFICATION
Lap distance 2.4 miles

1. Aston Martin DB3S 2.922 (R. Parnell and E. Thompson), 297 laps. 712.8 miles. 78.94 m.p.h.
2. Aston Martin DB3S 2.922 (P. Collins and P. W. C. Griffith), 295 laps.
3. Jaguar XK120C 3.442 (P. N. Whitehead and I. M. Stewart), 295 laps.
4. Jaguar XK120C 3.442 (J. Stewart and B. Dickson), 282.
5. Jaguar XK120C 3.442 (J. Lawrence and F. G. Curtis), 281; 6. Frazer-Nash 1.971 (F. R. Gerard and D. A. Clarke), 280.

UNDER 2.000 c.c. RESULTS

1. Frazer-Nash 1.971 (F. R. Gerard and D. A. Clarke), 280.
2. Cooper-Bristol 1.971 (A. Brown and M. L. Currie), 276.
3. Frazer-Nash 1.971 (J. R. Stoop and P. S. Wilson), 276.

Team Prize: Frazer-Nash (F. R. Gerard and D. A. Clarke, J. R. Stoop and P. S. Wilson, J. D. L. Melvin and P. J. Kenneth).

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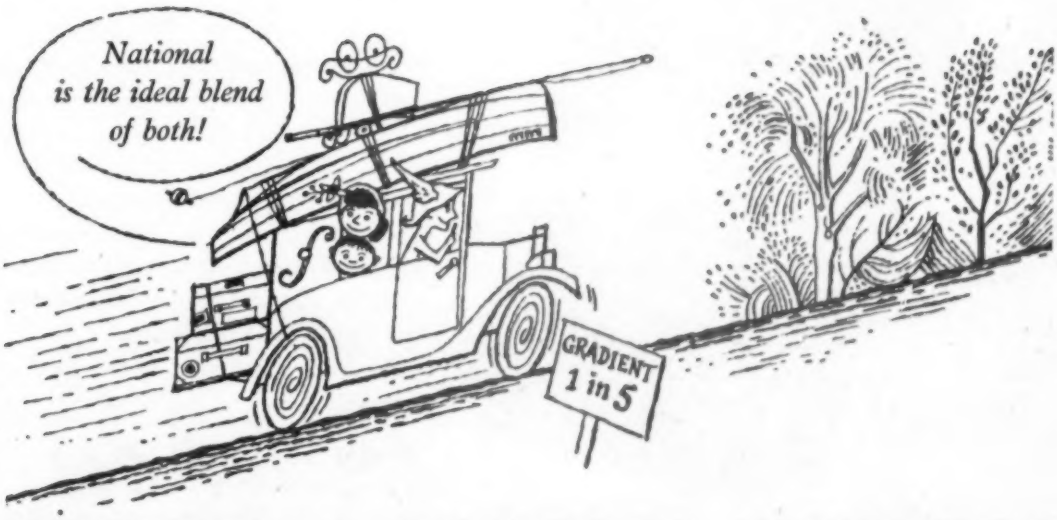

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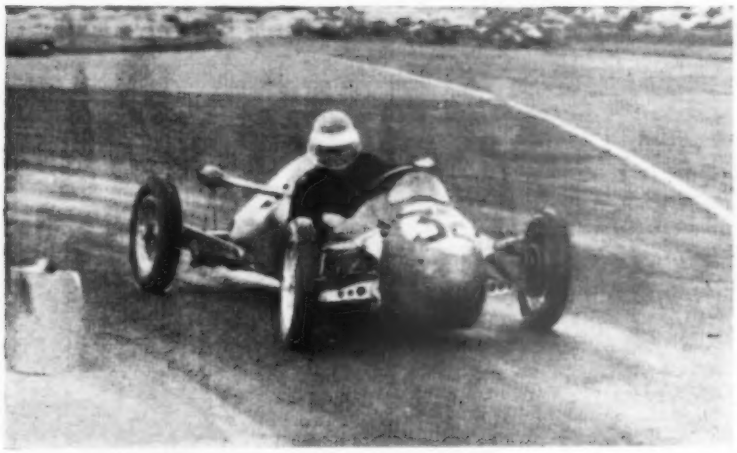


ENDURANCE TEST

TWO 100-MILE RACES AT SILVERSTONE

J. F. Westcott in his Kieft looking, and in places driving, like J. M. Hawthorn, on his way to a well-deserved victory in the fifth annual 100-mile race at Silverstone on Saturday.

A PROGRAMME consisting of two one hundred-mile races and two fifteen-lap curtain raisers was run off at Silverstone on Saturday. The meeting was organized by the Half-litre Car Club and the first race started in rather indifferent weather at 2.30 p.m.

After a very confusing start the field settled down with I. Bueb (Bueb-Arnott) holding off D. H. R. Gray in a Kieft. R. K. Tyrrell (Cooper) and J. K. Brise (Arnott) followed in third and fourth places. The race was uneventful and remarkably free of incidents. Race two proved more exciting and R. G. Bicknell, having temporarily discarded his Staride, drove a Revis exceptionally well and led from start to finish. K. W. Smith (Smith 500) tried hard to catch Bicknell, but the latter was in his best form and rarely made a mistake on the treacherously wet track. H. G. Monk driving his M.B.M.G. was outclassed in this event and despite the potent appearance of his mount was lapped by the entire entry. On the tenth lap the field had strung out to form finishing order and Bicknell won at a speed of 71.39 m.p.h. K. W. Smith deserved his second place and T. J. Clarke, who had come up through the main pack in his C.B.2, took third place.

The thirty starters in the first one hundred-mile race lined up and at the start R. G. Bicknell jumped into the lead. Again K. W. Smith challenged him and eventually took the lead. Track conditions worsened at this stage of the race and Bicknell lost a lot of ground after spinning on Copse corner. Shortly after this D. H. R. Gray (Kieft) took the lead from K. W. Smith and an exciting battle ensued. Gray spun and fell back, leaving Smith, Bueb and J. K. Brise to finish in that order. The winner's speed was 66.82 m.p.h.—remarkably high considering the condition of the track.

Surprise Result

The second one hundred-mile event started very late and although threatening clouds hung over the circuit the weather improved slightly. This race was quite sensational because J. F. Westcott, driving a Kieft, took the lead at the start and held it all the way. He was never seriously challenged and even though he spun on Woodcote corner he recovered, maintaining a commanding advantage. He won at a speed of 68.23 m.p.h.

Throughout the race backmarkers provided some excitement by spinning madly on Copse corner. The most prolific offender was C. D. Headland (Kieft), who eventually finished without his engine cover and with the tail end of his car producing showers of sparks as metal contacted the road surface from time to time. R. K. Tyrrell took a well deserved second place in his Cooper and G. H. Symonds also in a Cooper stayed ahead of B. E. Bradnack in a similar car to take third position. A good result to an excellent race.

Both main events were a thorough test of endurance for both cars and drivers and it is not surprising that only 14 out of 30 starters finished the course in each event. The last race finished at 7.15 p.m., but the official results were not issued until 8.10 p.m. The loud-speakers had been cut off ere this and although most spectators went home without knowing the final score the majority of them were pleased with what had been a good day's racing.

RESULTS

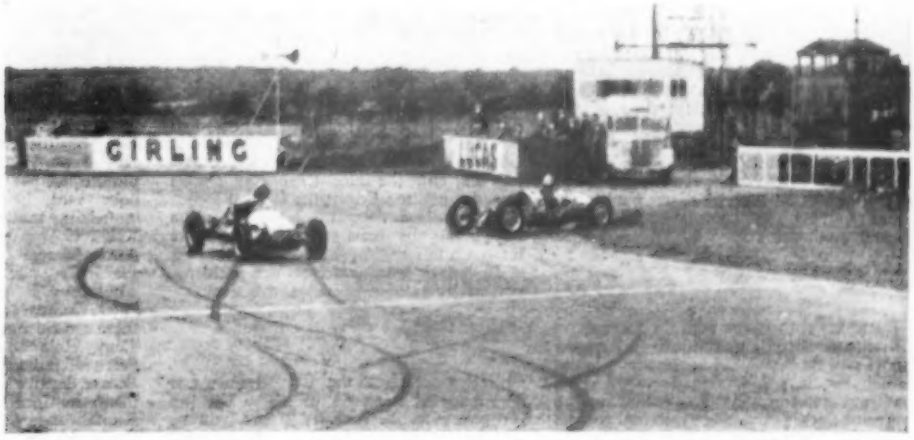
Lap distance, 1.608 miles

Race 1 (15 laps): 1, Bueb-Arnott (I. Bueb), 20m 51s, 70.51 m.p.h.; 2, Kieft (D. H. R. Gray); 3, Cooper (R. K. Tyrrell); 4, Arnott (J. K. Brise).

Race 2 (15 laps): 1, Revis (R. G. Bicknell), 20m 16s, 71.39 m.p.h.; 2, Smith (K. W. Smith); 3, C.B.2 (T. J. Clarke); 4, Walker Special (H. W. Walker).

Race 3 (5th Annual 100-mile race, 63 laps): 1, Smith 500 (K. W. Smith), 1h 50m 57s, 66.82 m.p.h.; 2, Bueb-Arnott (I. Bueb); 3, Cooper (J. Russell); 4, Arnott (J. K. Brise).

Race 4 (5th Annual 100-mile race, 63 laps): 1, Kieft (J. F. Westcott), 1h 29m 4s, 68.23 m.p.h.; 2, Cooper (R. K. Tyrrell); 3, Cooper (G. H. Symonds); 4, Cooper (B. E. Bradnack).



C. D. Headland in his already battered Kieft cocks a snook at the ambulance at Woodcote for the third time at Silverstone on Saturday. Traces of Charlie's (and others') earlier adventures can be seen on the track.

Set in a corner of the paddock at Goodwood, the Brooklands memorial garden was opened last Saturday morning, before the B.A.R.C. nine-hour race, by His Grace the Duke of Richmond and Gordon.

THE SPORT . . . . . By J. A. Cooper

TO those who knew the old Brooklands circuit the fact that its memory has been perpetuated at Goodwood is particularly interesting. The memorial takes the form of a garden, given by the Dunlop company, whose products were so often tested on the track, and it lies in a corner of the Goodwood paddock. It is enclosed on three sides by a wall of brick and local Sussex stone, capped by York stone, with a variety of rock plants growing into the crevices. The area enclosed by the walls is of York stone crazy paving with flower beds and garden seats where drivers and mechanics can rest between races.

On the wall is a bronze plaque reading: "This garden was created by Dunlop to commemorate Brooklands Racing Track, 1907-1939, and was opened by His Grace the Duke of Richmond and Gordon, President of the British Automobile Racing Club—22nd August, 1953."

And below the plaque is a section of the concrete taken from the home banking at Brooklands with the tyre marks of the cars that used it still faintly recognizable.

FRANK LE GALLAIS, in the recent Val des Terres hill-climb at Guernsey, excelled himself and demonstrated to the full the capabilities of his efficient L.G.S. He put up fastest time of the day, in 45.5s, just managing to take 0.1 of a second off Dennis Poore's previous best time at this venue, in his Alfa Romeo. Frank Le Gallais' special is an unusual combination; it has a short purposeful nose and a rear-mounted 3,442 c.c. Jaguar engine.

TRIALS enthusiasts with their minds on the forthcoming autumn and winter sport will be interested in the amendment which the R.A.C. has made to its trials car national formula. This concerns the permitted tyre sizes in relation to the cubic capacity of the power unit to be used. The following regulations come into force on September 1. For special cars, tyre sections will be restricted to the following: up to 1,350 c.c. engine capacity, 5.00in tyre section; 1,351 to 2,500 c.c. 6.00in; over 2,500 c.c., 7.50in. For standard cars—as opposed to the specially built trials car—no restriction on tyre size will be imposed within the range of tyres recommended by the tyre manufacturers for the standard wheel and rim, as sold with the car. The Dellow is an exception: although this car comes within the 1,350 c.c. category the R.A.C. has permitted the use of 5.50 tyres on this car. A list of the approved makes of tyre for such competitions may be obtained from the competitions department of the R.A.C.

IT is unfortunate that our doyen of record breakers, Lt.-Colonel Goldie Gardner, has had to postpone his attempt on the flying kilometre and flying mile international class E records, scheduled for September 16, owing to a recent illness. After an attack of sunstroke, he underwent a minor operation. A period of complete rest must follow.

REGULATIONS recently published are for the B.A.R.C.'s Goodwood members' meeting, on Saturday, September 12, and the Half-Litre Car Club's international meeting at the Crystal Palace circuit, on Saturday, September 19. The former has the usual programme of short scratch and handicap races for sports cars in all classes; women drivers are, incidentally, eligible to compete in this event.

THE meeting at the Crystal Palace is made of sterner stuff. The London Trophy race, for formula 2 cars, will be run in two ten-lap races, and the premier award will go to the competitor making the fastest aggregate time. Catering for the formula 3 contingent, and also an international event, the Redex Challenge Trophy race is a series of three heats and a final; the first five cars in each of the three heats qualify for the final. In addition, there are events for sports cars between 1,500 c.c. and 2,500 c.c. and up to 1,500 c.c.

WE have two events this weekend that will undoubtedly muster enthusiastic support. On Saturday there is the Midland A.C.'s Shelsley Walsh hill-climb meeting; and on the same day the Seven-Fifty M.C. perpetuates its lively and unusual six-hour handicap relay race for sports cars at Silverstone circuit. Both events start at 1 p.m., and are open to the public.

THERE is a good entry for the Tourist Trophy race, to be run on Saturday, September 5, on the Dundrod course, near Belfast. This year, the event has a duration of nine hours. Although the Ferrari challenge has not materialized, the British entry is such that a fierce struggle will have to be fought for first place; this event qualifies for the international sports car championship. After their last-minute eclipse in the Goodwood nine-hour race last Saturday, it will be interesting to see the three works-entered XK120C Jaguars in competition with the Aston Martin *équipe* again. Drivers for the latter team are Reg Parnell and E. Thompson, R. Salvadori and R. D. Poore, Peter Collins and P. Griffith; for Jaguar there are Stirling Moss and Peter Walker, Tony Rolt and J. Duncan Hamilton, Peter Whitehead and Ian Stewart. *Ecurie Ecosse* have also entered three Jaguars. From the Continent, in the small car class, *Ecurie Jeudi Bonnet* will run three D.B. Panhards; there are also a 745 c.c. Renault

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COMING SHORTLY

AUGUST 29.—Midland A.C. International hill-climb, Shelsley Walsh, near Worcester, 1 p.m.

29.—Seven-Fifty M.C. National six-hour handicap relay race for sports cars, Silverstone, Northamptonshire, 1 p.m.

29.—Vintage S.C.C. Edwardian rally and regularity tests, Cheltenham, Gloucestershire.

29-30.—Sheffield and Hallamshire M.C. Rally of the Dams, finishing at Sheffield.

30.—Cadours race, France.

30.—1,000 kilometre sports car race, Nurburgring, Germany.

30.—Vintage S.C.C. Hill-climb, Prescott, near Cheltenham, Gloucestershire, 12.45 p.m.

30.—B.M.W. Car Club. Scavenge hunt, Chequers Hotel, Horley, Surrey, 2.30 p.m.

30.—A.C. Owners' Club. Point-to-point, Phœnix Hotel, Hartley Wintney, Hampshire, 10.30 a.m.

30.—Hagley and D. L.C.C. Speed Trial, Westwood Park, Droitwich, Staffordshire, afternoon.

30.—Shepton Mallet and D. M.C. and L.C.C. Sporting hill-climb, Hay Hill, Wells, Somerset, 2.30 p.m.

SEPTEMBER 5.—R.A.C. Tourist Trophy race, Dundrod circuit, near Belfast, N. Ireland.

5.—Brighton and Hove M.C. International speed trials, Madeira Drive, Brighton, 10 a.m.

5.—Sunbac Race meeting, Silverstone, Northamptonshire, 1 p.m.

5.—Cheltenham M.C. Night navigation rally, starting Priory Street, Cheltenham, 10 p.m.

5-6.—Coventry and Warwickshire M.C. Autumn rally, Stonebridge.

5-6. — Leicestershire C.C. Bowmaker Trophy Trial, Rutland Street, Leicester, 11 p.m.

5-13.—Tour de France Automobile, starting from and finishing at Nice, France.

6.—Lausanne G.P., Switzerland.

6.—Maggiore sports car race, Italy.

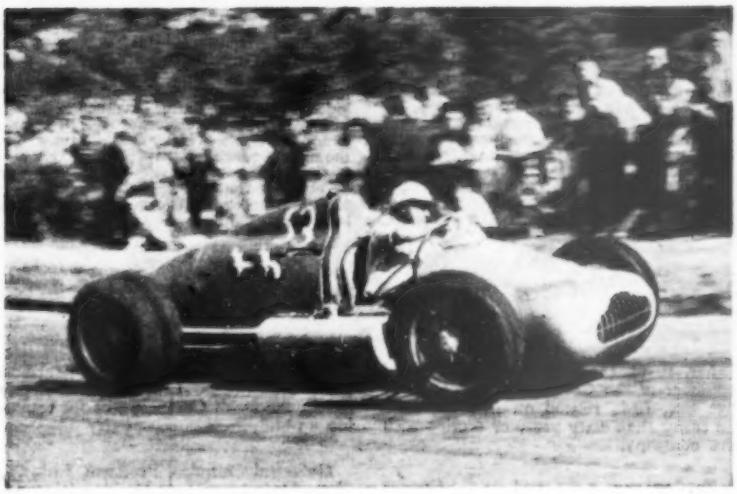
6.—Chiltern C.C. *Concours d'élégance*, High Street, Amersham, Buckinghamshire, 2.15 p.m.

6.—Veteran C.C. of Great Britain (N.E. Section). Hull to Scarborough Rally.

6.—Sunbeam M.C.C. Sunbeam veteran and vintage rally, Newlands Corner, near Guildford, Surrey, 2 p.m.

6.—N. Midland M.C. Test trial, London Road, Sheffield, 1.30 p.m.

6.—Metropolitan Police Driving School Sports Club. Gymkhana and *concours d'élégance*, Aerodrome Road, Hendon, 2 p.m.



Frank Le Gallais' rear-engined L.G.S. breaks the record, previously held by Dennis Poore's Alfa Romeo, at the Guernsey M.C. and C.C. Val des Terres hill-climb.

and three Stanguellinis. Three Porsche entries are likely to prove formidable. Two Irish drivers, R. Gallacher and M. P. Cahill, will drive a 1,488 c.c. Gordini, and J. C. C. Mayers and M. J. C. Keen have entered a 1,988 c.c. Maserati. Two of the three works-entered Frazer-Nashes will be driven by K. Wharton and E. Robb, J. Fitch and F. R. Gerard. Another nomination which is likely to cause some interest in Ireland is that of three of the new Kieft 1,971 c.c. sports cars.

The Ulster Club is hoping that a fair number of spectators will make the journey from Britain to see the event. The fact that the Railway Executive is arranging for excursion fares to be charged from Britain to Ulster by rail and sea during the first week of September may help some enthusiasts to undertake this temporary migration. At the reduced fare, the outward journey may be made on September 1, 2 and 3, and the return to England on September 8, 9 and 10. This concession is made, of course, to encourage travel at mid-week instead of over the busy weekend.

CLUB NEWS

Sunbeam Register.—Marshal's duties at the next Sunbeam Register fixture will be carried out by officer-cadets under the direction of Captain Baker, of the Royal Military Academy at Sandhurst. This is an annual driving test meeting at Sandhurst, on September 20. Wolverhampton Sunbeams and Roesch Talbots will compete for common prizes; it will be interesting to see which of the famous *marques* triumphs on this occasion. There is also a *concours d'élégance*. Entries close on September 14; these should be sent to Mrs. W. Boddy, Carmel, Wood Lane, Fleet, Hampshire.

The Register now has 450 Sunbeams on its books; further pre-1937 Roesch Talbot members would be welcome. Annual subscription is 15s.

Taunton M.C.—The sporting car trial, on September 13, is a closed to club event; start is from the White Hart Hotel, Wiveliscombe, Somerset, at 2 p.m.

North Midland M.C.—The annual test trial will be held on Sunday, September 6. Open to members only, there are three classes

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CLUB NEWS . . . . . continued

—open cars, closed cars, and specials. Entries will be accepted until the day before the event. Start will be from T. C. Harrison's garage, situated in the London Road, Sheffield, at 1.30 p.m.

Herts County A. and A.C.—A new hill-climb course has been found by this club on its home ground, and the first meeting will be held there on Saturday, October 3. The course is situated in the Westbrook Hay estate, near Hemel Hempstead. Timed length is 500 yards, and the road surface is tarmac. From the start, on a 1 in 8 gradient, the road takes a fast left-hand sweep towards an acute corner also to the left; from there, the road sweeps to the right to the finishing line. Overall gradient is 1 in 11. Honorary secretary is D. A. Wilcocks, whose address is The Cottage, Faircross Way, St. Albans, Hertfordshire.

Mid-Cheshire M.C.—Following the recent debut of the Oulton Park motor racing circuit, the club intends to hold at this venue a meeting for 500 c.c. racing cars on October 3. Programme will provide short races, to be run in heats and finals; first place in a heat wins £12, first place in a final £25. Secretary of the meeting is S. Wakefield, 220, Chester Road, Hartford, Northwich, Cheshire.

East Anglian M.C.—Regulations have been issued for the fourth annual Clacton Rally, to be run on Saturday and Sunday, September 26-27. Invited clubs: Eastern Counties, Thames Estuary, London, West Essex, B.A.R.C., Falcon, Sporting C.C. of Norfolk. Starting at 4.30 p.m. on the Saturday, the road section is a straightforward test of driver, navigator, and car. On arrival at the starting control, at Snetterton circuit, near Thetford, Norfolk, competitors undertake an acceleration test on the circuit. En route there are five special tests, including the Snetterton high-speed touring test, in which each class is given a set speed to average. The special night navigation section, of two hours' duration, starts at midnight. Finish of the whole event is at Clacton-on-Sea, where a final test will be held. Classes cater for touring and sports cars, up to 2,000 c.c. and over 2,000 c.c. Entries close September 21; E. S. Ridley, 14, Albert Crescent, Bury St. Edmunds, Suffolk.

Metropolitan Police Driving School Sports Club.—When the police stage a motor gymkhana one is assured of a fine display of expert driving. On Sunday, September 6, this club will run a series of tests for cars and motor cycles, at Aerodrome Road, Hendon. There will be the usual trick riding display and a *concours d'élégance*. The event starts at 2 p.m., and it will continue until 6.30 p.m.

Hagley and D. L.C.C.—The club's annual speed trial will take place this Sunday, August 30, at Westwood Park, Droitwich, Staffordshire. Entry list is fully subscribed. As last year, the course is a straight sprint of 700 yards. Provision has been made for competitors who will be busy at Shelsley Walsh the previous day to practise at Westwood Park on the Sunday morning.

Peterborough M.C.—Programme for the race meeting at Silverstone on September 19 includes scratch and handicap races for vintage sports cars, and sports cars up to 1,500 c.c. and over 1,500 c.c. If it is supported with a good and representative entry, the short handicap event for Bentleys, 30-98 Vauxhall, Mercedes and Sunbeams, should provide some interesting competition; the inclusion of a scratch race for XK120 Jaguars is now a feature of many club meetings, also the special races for the 750 and 1,172 c.c. formulæ. Regulations and entry forms may be obtained from W. J. Wardle, 34a, Priestgate, Peterborough. Closing date for entries is September 10.

ALPINE TRIAL
(102 Starters—54 Finishers)

Contrary to published reports, the Frazer-Nash driven by M. and Mme. Falkenhausens (one of only eight English cars to win a Coupe des Alpes) was a 1949 "Fast Roadster" model, actually exhibited at the 1949 Earls Court Motor Show. This car was purchased by Mr. Edwin Redwood, in whose possession it remained until just before the Alpine Trial, when it was taken in part exchange on Mr. Redwood taking delivery of his new Frazer-Nash fixed-head Coupe model—2-litre Class winner at Le Mans.

The Frazer-Nash was also the second English car (6th in the General Classification) with a credit of 481,782 points—Mr. Appleyard's 3½-litre Jaguar, first English car, having 482,190 points. The Frazer-Nash was also 2nd in the 2-litre Class. Mr. Falkenhausens made Fastest Time in the 2-litre Class in the timed climbs of the Stelvio (second fastest time of the complete entry), Petit Saint-Bernard and the Col d'Isoard. In the final test at Cannes two Frazer-Nashes tied with an Alfa-Romeo for Fastest Time in the 2-litre Class.

3 Frazer-Nashes started—3 finished.

FRAZER-NASH CARS
ISLEWORTH, MIDDLESEX

IN BRIEF

Mr. E. C. McKinnon, M.I.E.E., chief engineer of the Chloride Electrical Storage Co., Ltd., retired on July 31, after no fewer than sixty years of service with the company.

Dunlop tyres were used on the Cooper with which Ken Wharton won the Craigantlet hill-climb, and for five of the six winners in the international meeting at Charterhall.

The death is recorded with regret of Mr. E. F. Andrew, managing director of the Bergougnan Tyre Co., Ltd., after an operation on August 11. He was 61 years of age, and had joined the company at the age of 18.

Mr. A. T. Beacham, F.C.I.S., A.M.I.I.A., the chief accountant of Hepworth and Grandage, Ltd., St. John's Works, Bradford, 4, Yorkshire, has joined the board of directors, and becomes company secretary in succession to Mr. E. Hepworth, who continues as sales director.

Also recorded with regret is the death of Mr. A. Peake-Jones, advertising manager of the British Tyre and Rubber Co., Ltd., and its subsidiaries, known as the B.T.R. Group. He was 68, and died on August 14 after a long illness. He had held his last appointment since 1931.

The name of the Motor Car Exchange, Electrocult Works, Station Road, Harpenden, Hertfordshire, has been changed to Yebb Accessories, Ltd. The company makes the small Carspray kits for touching up bodywork.

Universal Chemical Products, Ltd., 74, Great Hampton Street, Hockley, Birmingham, 18, state that paper tissues are not sold with the bottles of Scof hand cleaner which was reviewed in *The Autocar* of August 14. The hand cleaner is of the type which does not require water, and is intended for use after repairing faults which develop on the road, when water is rarely to hand.

Information Sought

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following information and handbooks:—

No. 16712. 1935 A.C. Aero Sports.
"D.M.W."—General information and a handbook.

No. 16713. 1934 B.S.A. Ten.
"P.B."—Any available information and a handbook.

No. 16714. 1927 11 h.p. Citroen.
"A.J.S."—All possible information, workshop manual and handbook.

No. 16715. Handbooks Required.
"H.P.G."—1939 Wolseley Ten.
"A.D.L."—1936 Riley Adelphi.
"M.J.W."—Fiat 500.
"D.F."—1933 Triumph Super Nine.
"R.G."—1931 Austin Seven.
"D.H.N."—1934 Riley Twelve-Six also workshop manual.
"J.F.R."—1936 Wolseley Wasp.
"G.H."—1929 Phantom I Rolls-Royce.

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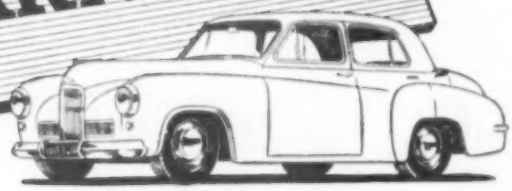

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1953 **AUSTIN** A.125 "Sheerline" Saloon. Black. 350 miles only **£1,595**

1950 **DAIMLER** 2½-litre Barker D.H. Coupe. Grey..... **£895**

1953 Series **FORD** "Consul" Saloon. Fawn. Htr. and Loose Covers. 8,000 miles only **£799**

1951 **HILLMAN** "Minx" Mark IV Saloon. Green **£585**

1953 Series **HUMBER** "Hawk" Mk. V Saloon (current model). Beech Green. Heater and radio **£985**

1952 **HUMBER** "Super Snipe" Mk. III Saloon. Satin Bronze. Heater. 13,000 miles **£995**

1952 **MORRIS** "Minor" 4-door Saloon. Grey. Heater. 6,000 miles only ... **£685**

1934 **ROLLS-ROYCE** 20/25 owner-driver 4-light Saloon with division, by H. J. Mulliner. Black..... **£495**

1952 **ROVER** "75" P.4 Saloon. Blue. Heater and Radio **£1,095**

1953 **ROVER** "75" P.4 Saloon. Black. Heater, radio, and many extras. 6,000 miles only..... **£1,295**

1953 **STANDARD** "Vanguard" Phase I Saloon. Grey. 200 miles only **£795**

1952 **SUNBEAM-TALBOT** "90" Mk. IIA Foursome Drophead Coupe. Blue. 11,000 miles..... **£985**

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3rd JAGUAR*

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Team Prize FRAZER-NASH*

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(Subject to official confirmation)

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1st (R. Parnell, E. Thompson)

2nd (P. Collins, P. Griffith)

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Following the British Empire Trophy, the "Daily Express" Silverstone International Sports Car Race, and the Charterhall Sports Car Race, this Goodwood triumph is the fourth successive outright win for Aston Martin.

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ASTON MARTIN DIVISION

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Our heartiest congratulations to

1 *Reg. Parnell & E. Thompson* **ASTON MARTIN D.B.3S—78.94 m.p.h.**

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OVER 2000 c.c. CLASS

1st Aston Martin DB3S . . . Reg Parnell/Eric Thompson

2nd Aston Martin DB3S . . . Peter Collins/Pat Griffiths

UNDER 2000 c.c. CLASS

1st Frazer-Nash . . . . . Bob Gerard/D. A. Clarke

2nd Cooper-Bristol . . . . . Alan Brown/R. Mieres

3rd Frazer-Nash . . . . . J. R. Stoop/P. S. Wilson

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1950 **VAUXHALL** Wyvern, radio and heater **£530**
1951 **AUSTIN** A.40 grey saloon **£575**
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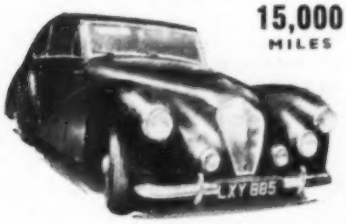

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1951 **Jaguar** XK120, grey and beige leather, all modifications, wire wheels, racing seats and screens spare rear axle, one of the fastest models in the country, **£1,250.**

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1949 **RILEY** 1½ sln., reg. Feb., recently o'hauled **£725**
1948 **RILEY** 1½ sln. (Dec. 1947 delivery), nice car **£595**
1946 **RILEY** 1½ sln., fitted reconditioned engine **£495**
1947 **VAUXHALL** 12 sln., 2 own. only, outstdg. **£395**
1947 **VAUXHALL** 12 sln., reg. Nov., fitted radio **£435**
1949 **VAUXHALL** Wyvern sln., blk./fawn **£495**
1946 **VAUXHALL** 14 sln., pop. J type mod., blue **£395**
1948 **ALLARD** type 61L, recond. eng. last mth. **£395**
1950 **ALLARD** 91P sln., silver-grey, htr., etc. **£495**
1952 **ALLARD** sln., latest P1 series, low mlge. **£795**
1947 **AUSTIN** 8 sln., 4-door, full de luxe model **£395**
1947 **AUSTIN** 10 sln., fitted Smiths htr., 1 own. **£445**
1949 **AUSTIN** A40 Dorset sln., blk./beige lthr. **£465**
1951 **AUSTIN** A40 Devon sln., small mlge. car **£595**
1948 **AUSTIN** 16 sln., coachwork orig., but dull **£395**
1950 **AUSTIN** A90 coupe, ensign red, elec. hood **£635**
1951 **AUSTIN** A70 Hereford sln., Feb. reg. **£675**
1951 **AUSTIN** Sheerline sln., black, all extras **£945**
1951 **ARMSTRONG SIDD.** Hurricane d/h cpe. **£695**
1947 **ARMSTRONG SIDD.** Hurricane d/h cpe. **£465**
1947 **ARMSTRONG SIDD.** Lanc. sln., Oct. reg. **£545**
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1949 **ALVIS** 14 sln., in blk., 19,000 mls., heater **£725**
1950 **DAIMLER** 2½-litre sal., 1 titled own. only **£895**
1951 **FORD** Prefect sln., blk./red, very good ord. **£495**
1949 **FORD** Pilot sln., Woodland grn., htr., etc. **£450**
1950 **FORD** Pilot sln., immaculate, 1 own. car **£495**
1951 **FORD** Pilot sln., lthr., radio, htr., st. covers **£595**
1947 **HILLMAN** Minx sln., attractive condition **£395**
1951 **HILLMAN** Ph. IVD/H 4-sme. coupe, gn./l. **£595**
1949 **HUMBER** Hawk sln., radio, htr., v.g. order **£525**
1950 **HUMBER** Hawk sln., v. late reg. almst. new **£695**
1949 **HUMBER** Super Snipe sln., 1 priv. owner **£595**
1951 **JOWETT** Jupiter rdstr., magnificent order **£665**
1950 **JOWETT** Javelin sln., bronze, just o'hauled **£595**
1946 **JAGUAR** 1½ sln., fitted discs, orig. finish **£465**
1947 **JAGUAR** 1½ sln., late reg., radio, st. covers **£535**
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1950 **MORRIS** Minor sln., in blk., st. covers, etc. **£525**
1951 **MORRIS** Minor sln., most immac. cond. **£595**
1948 **MORRIS** 10 sln., recond. eng. not run in **£450**
1949 **MORRIS** Oxford sln., Mar. reg., new tyres **£495**
1952 **MORRIS** Oxford sln., excellent condition **£655**
1950 **MORRIS** Six sln., black/beige, htr. etc. **£525**
1950 **RENAULT** 4-dr. sln., in blue, fitted radio **£445**
1946 **ROVER** 12 sln., H.M.V. rad., mod. mlge. **£525**
1946 **ROVER** 12 sln., just decoked and serviced **£495**
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1948 **ROVER** 60 sln., new type eng. & suspen. **£625**
1947 **ROVER** 14 spts. sln., o'hauled and retyred **£595**
1947 **ROVER** 16 spts. sln., 24,000 mls., 1 owner **£625**
1948 **ROVER** 75 sln., serviced by main dist. **£725**
1949 **ROVER** 75 sln., blk./red, H.M.V. rad/mob. **£775**
1950 **ROVER** 75 P4 sln., 1 fastidious owner only **£895**
1951 **ROVER** 75 sln., completely unblemished.. **£1,095**
1951 **SINGER** SM.1500 sln., a very nice car **£595**
1948 **SINGER** Super 10 sln., spick and span cond. **£395**
1947 **STANDARD** 12 D/H 4-sme. coupe **£395**
1948 **STANDARD** 12 sln., just recellul'd d-grey **£425**
1948 **STANDARD** 12 D/H 4-sme. cpe., nice car **£445**
1950 **STANDARD** Vang'd, late reg., rad. & htr. **£545**
1952 **STANDARD** Vang'd sln., in grn. lthr. **£665**
1951 **STANDARD** Vang'd sln., immac., 1 own. **£595**
1948 **SUNBEAM TALBOT** 10 spts. sln., bronze **£545**
1949 **SUNBEAM TALBOT** 90 sln., n./blk. mod. **£595**
1951 **SUNBEAM TALBOT** 90 Mk. II sln., **£795**
1952 **SUNBEAM TALBOT** 90 sln., 12 mths. **£895**
1948 **TRIUMPH** 1800 rdstr., most immac. car **£595**
1949 **TRIUMPH** 2000 rdstr., in grn., all n. tyres **£595**
1951 **TRIUMPH** 2000 Renown sln., blk., o'stdg. **£745**
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1951 **WOLSELEY** 6/80 sln., very mod. mlge. **£625**

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'52 **AUSTIN** A.40 Devon, grey/brn., htr.	£645
'52 **TRIUMPH** Mayflower, grey, htr.	£595
'52 **FORD** Zephyr, black, red leather	£765
'51 **JAGUAR** Mark VII sal., blk., htr.	£1,225
'51 **STANDARD** Vanguard, grey, rad., htr.	£575
'51 **HUMBER** Hawk, suede green/brn.	£695
'51 **FORD** Consul, blk., red hide, rad.	£675
'50 **AUSTIN** Sheerline, blk., rad., htr.	£835
'50 **HUMBER** Hawk, metallic grey, htr.	£685
'50 **SUNBEAM-TALBOT 90**, radio, htr.	£695
'50 **JOWETT** Javelin de Luxe, rad., htr.	£595
'50 **SINGER** 1500 saloon, grn./fawn	£575
'49 **SUNBEAM-TALBOT 80**, blk., radio	£595
'49 **WOLSELEY** 4/50 sal., blk./brn.	£585
'49 **AUSTIN** 16, sun rf., blk./brn., htr.	£495
'47 **RILEY** 1½ saloon, blk., red hide	£625
'47 **HILLMAN** Minx sal., grey, sun rf.	£335

Any car sent to you for demonstration without obligation. A.A and R.A.C. Inspection Invited. Deferred Terms and Part Exchange.

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1951	RILEY 1½ Saloon. Black	£935
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1950	STANDARD 18 Vanguard Saloon, Radio and Heater. Black	£575
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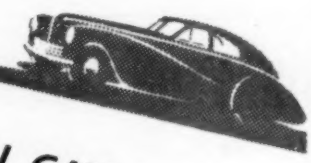

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

A.C.

CASS'S MOTOR MART.—1939 A.C. 16/70 sports engine, sliding head foursome coupe, just reconditioned; written guarantee.—5, Warren St., W.1. Euston 4110. [C1040

1935 2-litre sports 4-seater, recently overhauled, new battery, newly painted, any trial; £300 or near offer.—Holmes, Ivy Cottage, Grafton Regis, Towcester. [7839

SCARCE model 1938 supercharged sports 2-seater A.C., show model, immaculate paint, chrome, hood, side curtains, tyres as new, radio, twin horns, telecontrols, mechanically perfect, 90mph, 21mpg, any trial; £425 or exchange anything interesting.—Sanders, 165, Malvern Ave., South Harrow. [7991

A.C. Cars Wanted

B. J. HUNTER, Ltd.,

FOR immediate purchase of your A.C.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [W2040

CASS'S MOTOR MART require carefully used A.C.—5, Warren St., W.1. Euston 4110. [W1040

REQUIRED, good used A.C.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for A.C.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

H. F. EDWARDS urgently require good A.C. for immediate cash; distance no object.—Details please to 28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

ALFA-ROMEO

BARTLETT.—Alfa-Romeo 2.5 short chassis 115 mph Farina drop head coupe, exceptional value.—27a, Pembridge Villas, W.14. [C1015

2.3-litre supercharged foursome drop head by Farina, new 3-position hood and tyres, unused complete specialist engine overhaul; this must be one of the finest condition Alfa cars; £595

METCALFE & MUNDY Ltd., 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

1750cc Gran Sport, registered 1955, two-tone blue, modified Castagna 2-seater, chrome-plated wheels; whole car in Concours condition and exceptional throughout; £850.—Johnson & Brown, Ringers Rd., Bromley, Kent (20 minutes Victoria). Ravensbourne 6479 and 2322. [C3049

Alfa-Romeo Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Alfa-Romeo.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Alfa-Romeo Spares and Service

THOMSON & TAYLOR (BROOKLANDS), Ltd., spares and service for all Alfa Romeo cars.—Brooklands Track, Weybridge. Byfleet 520. [0214/R

ALLARD

SWANMORE GARAGE offer:—

1949 Allard 4-seater drop head coupe; £495.

EXCHANGES or terms.

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43344. [C4024

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1949 Allard saloon, special 6-seater body, ideal for family man requiring a roomy car; £495.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2, offer:—

1949 Allard drop head foursome coupe, blue with blue leather upholstery, speedo reading 18,000 miles, Mercury engine with aluminium heads, superb order throughout; £525. [C1001

ALLARD 1949 sports saloon, s/roof, excellent condition; £350.—168, Cross St., Sale, Manchester. Tel. Sale 7298. [7777

TYPE 71K Allard Sports 2-seater, black, chrome luggage grid, twin spots; £315.—"Fayreburn," Egley Rd., Woking, Surrey. [7718

£395.—Allard drop head coupe late '48, one owner, second engine just fitted.—Richards & Carr, 35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [C3045

1948 Allard drop head coupe, pale blue and body just recellulosed, fitted new type plastic hood, wheel spats, many extra features including radio, a most attractive car; £495; part exchanges.—Noel Bell, Putney Vale (next to K.L.G. Works). Putney 7851. [8000

SALES & WANTS

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ACCOMMODATION—HOTELS, GUEST HOUSES, ETC. FOR BUSINESS OR PLEASURE

See page 76

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Allard Cars Wanted

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B. J. HUNTER, Ltd.,

FOR immediate purchase of your Allard.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [W2040

J2 wanted for cash.—Valentine 4674, after 6 p.m. [W2018

ALLARD in good condition for cash.—Tel. Valentine 4674, after 6 p.m. [W2018

REALLY good second-hand Allard required.—Coon, 30, Harley House, N.W.1. [W1086

PERFORMANCE CARS urgently require Allard.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

RICHARDS & CARR, the best Allard buyers.—35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [W3045

ALVIS

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1949 Alvis 14 T.A. Tickford drop head coupe, genuine 22,000 miles, one owner, in really superb mechanical condition, twin carburettors; £795.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

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1952 Alvis 3-litre saloon, 5,000 miles.

1951 Alvis 3-litre saloon, radio, heater.

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ALVIS cars examined and guaranteed; saloons and coupes from £1,200.

BUY or sell your car at

103, New Bond St., London, W.1. Mayfair 8551-6. [C1029

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

ALVIS Speed 20 Charlesworth sun roof saloon, excellent order; £265.—Tel. Gulliver 1980. [7819

ALVIS 14 (12-70) sports saloon 1939, good cond., £275.—5, Priesthorpe Lane, Bingley, Yorks. [7791

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [C3041/R

1949 Alvis Tourer, one owner, 1,000 miles, taxed; £775.—W. Machent & Son, Lockoford Lane Garage, Chesterfield. [7708

1949 (July) Alvis 14 saloon, special razor-edge body, black, tan leather, a handsome car, many extras, privately owned; £695.—24, Sittingbourne Rd., Wigan. [7725

1950 Alvis 2-seater sports, red, 12,000 miles, immaculate, owner going abroad; £800 immediate sale; can deliver London.—Monteath, Duchally, Auchterarder, Perthshire. [7855

ROYS offer: 1957 Alvis 17 sports saloon, one owner, discs, etc., £265, h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8694. [C3059

ALVIS Speed 20 1955 drop head, grey, new Speed 25 engine, steering, brakes and suspension renewed, not run in, enthusiast's car; £250, or nearest offer.—James Galt, Engineers, Dobbies Loan, Glasgow. [7859

£395.—1940 Alvis 12/70 sports saloon, grey, maroon hide, a quality car similar to post-war for a modest outlay; £155 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

£350.—1957 Alvis 4.3 saloon, maintained regularly by makers; genuine reason for sale; must be seen and tried to be appreciated; terms, exchanges.—G. S. Hall, Ltd., 502, King St., Hammersmith, W.6. Riverside 2881. [C2051

Alvis Cars Wanted

PERFORMANCE CARS urgently require Alvis's.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Alvis Cars Wanted

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Alvis.—Hampstead (Tube), N.W.3, Ham. 6041. [W4018/R

B. J. HUNTER, Ltd., offer:—

FOR immediate purchase of your Alvis.

B. J. HUNTER, 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [W2040

CASS'S MOTOR MART require carefully used Alvis.—5, Warren St., W.1. Euston 4110. [W1040

REQUIRED, good used Alvis.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

ALVIS Speed 25, 1939 model, urgently required.—Chipstead Motors, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [W1046

CHARLES FOLLETT, Ltd., buy good (late mode) cars.—18, Berkeley St., W.1. Mayfair 6266. Service Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0590/R

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AND at Alvis, Ltd., Service Station, Holyhead Rd., Coventry. Tel. 5501. 'Grams, Alvis, Coventry. [0931/R

CHARLES FOLLETT, Ltd., Alvis specialists.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE PARTS

SERVICE: Barnsdale Yard, off Elgin Ave., W.2. Tel. Cunningham 5936-7-8. [0591/R

MANCHESTER.—Alvis repairers and spares, main agents.

FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874/5. [0653/R

KINGSTON-ON-THAMES.—Alvis sales and service.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241-2. [84053/R

LANCASHIRE and Cheshire sales service and spares specialists.—Parkers (Manchester and Bolton), Ltd., Bradshawgate, Bolton (Tel. 4080), and 176, Deansgate, Manchester (Tel. Deansgate 4507). [0389/R

AMERICAN CARS

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RHD 1953 brand new Chevrolet sedan, 4-door, fitted with radio, heater, and all extras, colour Bismarck green.

1947 Buick, pear-shaped body, 2-door, fitted with radio, heater and all extras, colour blue.

1952 Chevrolet saloon, 2-door, fitted with all extras, colour pastel green.

1949 50 Chrysler saloon, 4-door, fitted with radio, heater, whitewall tyres, colour black.

1952 De Soto station wagon, fitted with radio and heater and all extras, colour green.

1949 Ford Customs 2-door, fitted with radio, heater and all extras, colour black; choice of 4, 1949-53.

1950 Nash Ambassador Customs, hydramatic, fitted with radio, heater and all extras, colour black.

1951 Pontiac saloon, 2-door, fitted with radio, heater and seat covers, colour blue.

1952 Studebaker Champion saloon, 4-door, fitted with radio, heater and seat covers, colour pastel green.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley. Tel. Wembley 8691/3903. [C4015

GATEHOUSE offer:—

1948 Studebaker Commander convertible, 17,000 miles, one owner, £995.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mountview 4444. [C2021

TAYLOR & CRAWLEY, offer:

1948 Chevrolet de luxe Estate car, 35,000 miles, one private owner; £1,075.

1948 Cadillac convertible, all power operated, hydramatic, low mileage; £1,775.

48, Kensington Court, W.8. Western 6015. [C4056

METCALFE & MUNDY, Ltd.

1950 Pontiac 8-cyl. de luxe saloon.

1950 Chevrolet saloon, all extras.

1948 Lincoln Continental saloon

1947 Pontiac convertible.

1947 Cadillac convertible.

1946 Lincoln saloon, r.h.d.

1939 Packard, all extras.—280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

JOE THOMPSON (MOTORS), Ltd., offer: selection late model American cars.—97, Fulham Rd., S.W.3. Kensington 4858. [C4028

BRITISH & COLONIAL MOTORS, Ltd., offer a selection of post-war American cars; enquiries invited.—13-14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027

American Cars Wanted

ATTENTION!!

SIMPSONS, The American Car Buyers, require all American cars.—Wembley 8691/3903. 345, High Rd., Wembley. [W4015/R

POST-WAR American cars wanted.

REG. TIMMS (MOTORS), Ltd., 17-19, High St., Toddington, Beds. Tel. 31. [W4064

WANTED late pre-war American cars in sound condition.

ERIC HAYES, Ltd., 13, Bishops Bridge Rd., Paddington, W.2. Paddington 0289. [C2033

American Cars Wanted

AMERICAN car wanted for cash.—Valentine 4674, after 6 p.m. [W2018

JOE THOMPSON (MOTORS), Ltd., require American cars.—97, Fulham Rd., S.W.3. Kensington 4858.

METCALFE & MUNDY, Ltd., will buy your American car.—280, Old Brompton Rd., S.W.5. Fremantle 5471. [W3064

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St Martin's Lane, W.C.2. Temple Bar 3588. [W1027

ARMSTRONG SIDDELEY

GE 1949 series 15.7hp Armstrong Siddeley Lancaster 4-door de luxe saloon with sliding roof, total recorded mileage 27,500, finished superb as original royal blue coachwork, chromium bright fittings, finest quality blue leather upholstery, carpets to tone, polished facia panel and fillets, equipped preselector gear box, adjustable steering column, sprung steering wheel, heater, demisters, twin passlights, twin-tone horns, built-in jacks, sun visors, concealed ash trays, electric clock, etc., just fully serviced throughout, quite the finest Lancaster we have ever handled, written guarantee; 559gns; hire purchase, part exchanges.—Geoffrey Edwards, Ltd., Amenbury Lane, Harpenden, Herts. Harpenden 118. [C2000

P & J PASS & JOYCE, Ltd. (London and district distributors), offer:—

1951 £975; one week's free trial, guaranteed; deferred terms available.

ARMSTRONG SIDDELEY estate cars, mounted on new standard ex-works 2.3-litre chassis, coachbuilt bodies in metal and polished hardwood, fully upholstered, disappearing bench seat to rear, load carrying floor area 6ft long×4ft 6in wide, most attractive looking vehicles; demonstrations gladly arranged; also deferred terms if desired; 6 only available, price each £1,145, including purchase tax.—184, Gt. Portland St., W.1. Museum 1001. [C5039

DICKS

1947 Armstrong Hurricane drop head foursome coupe, immaculate condition, hood a little shabby; £450.—Below.

1937 Armstrong Siddeley 14hp saloon, carefully used; £195.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [C1072

SWANMORE GARAGE offer:—

1947 Armstrong Siddeley drop head 4-str.; £475.

EXCHANGES or terms.

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43544. [C4024

H. A. SAUNDERS, Ltd., of Worcester.

1950 Armstrong Hurricane drop head coupe, black with brown leather, 16,000 miles only; £775.

AUSTIN HOUSE, Worcester. Tel. 2368. [C4005

D. J. SHEPHERD & Co. (ENFIELD), Ltd.

1950 (May) Armstrong Siddeley Lancaster 4-door saloon, manual gear box, fitted with heater, colour blue, with hide upholstery, mileage 9,000, one owner, condition as new and unmarked, taxed; £775.—D. J. Shepherd & Co. (Enfield), Ltd., 435, Hertford Rd., Enfield. Howard 1631. [C4009

£540.—Lancaster 4-door saloon black, maroon interior, loose covers unblemished.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6, Manchester. Pen. 5457. [C3000

SAPPHIRE, new, mileage 500 guaranteed, 4-light, offered privately; list price plus extras at cost.—Box 0508. [7976

1946 Armstrong Typhoon 2-door saloon, blue and blue leather, taxed; £450.—Woking Motors (Maybury Hill) Ltd., Woking 1928. [C4057

£395!!!—1940 Armstrong 17 full limousine with division, 3-seater occasional seats, privately owned and genuinely immaculate.—Below.

£385!!!—1940 Armstrong 16 sports saloon, similar engine to post-war Hurricane, no one looking at this vehicle could possibly believe it's 13 years old.—Below.

245!!!—1937/8 Armstrong 14 saloon de luxe, bodywork like new, interior leather spotless, unrepeatable bargain; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221 (East Finchley Underground). [C2052

BARGAIN, 1951 Armstrong Whitley saloon, blue, beige leather, fitted H.M.V. radio and heater, this car in perfect condition and immaculate interior; £715.

DOUGLAS CAR SALES, 806-822, Great Cambridge Rd., Enfield. Tel. Enfield 3150. [C1075

1952 Armstrong Siddeley Hurricane drop head coupe, grey with blue upholstery, serviced by Armstrong; £695.—Middlesex Motors, Harrow 0022. [8003

£165.—1937 Armstrong 17hp sports saloon, excellent condition.—Le Grice Elers, 107-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. [C2055

1947 (June) Armstrong drop head coupe, black with red mohair hood, perfect order, £100 spent recently at Armstrongs, new tyres; £475.—Noel Bell, Putney Vale (next to K.L.G. Works). Putney 7851. [7999

£250.—1939 series Armstrong 25hp 7-passenger long chassis limousine, excellent runner, clean condition, definitely unrepeatable; £100 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1948 Armstrong Siddeley Typhoon sportsman fixed head saloon, black, brown leather, fitted Bedford cord loose covers, heater, spotlight, etc., speedo reading 34,000, in lovely condition; £575, trade enquiries welcomed.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [C1056

1951 (July) Armstrong Siddeley Hurricane coupe, genuine mileage 16,000, one owner, taxed, colour beige with wine leather upholstery, indistinguishable from new; £77.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C5011

ARMSTRONG SIDDELEY

1950 (Sept.) Armstrong Siddeley Whitley saloon, black with brown leather, absolutely perfect condition and maintained regardless of cost yet offered at the absurd figure of £695, terms arranged.—Eamtune Motors, Ltd., 39, Sheep St., Northampton. Tel. 3616. [7765

1952 Armstrong Siddeley Whitley saloon, finished grey with red leather, fitted with radio and heater, a really immaculate one owner car in most attractive condition, thoroughly recommended, written guarantee; £975; terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. [C2005

ARMSTRONG SIDDELEY, Dec., '50, Whitley saloon, one owner, 22,000, cream/blue, perfect condition throughout, many extras, including H.M.V. fitted radio, completely overhauled, decarbonised, etc., by works in May; £925, or nearest offer.—Write Ramsay, Stratton House, Cirencester, Glos. Could be seen London by arrangement. [7945

CAMDEN MOTORS for Armstrong Siddeleys.—18hp Hurricane drop head foursome coupe, 1951, model and registered, a genuine one owner car of moderate mileage and in quite immaculate order throughout, manual synchromesh gear box, heater, etc., offered at £900, below its original cost a little over two years ago; at only £695.

CAMDEN MOTORS for Armstrong Siddeleys.—16hp Hurricane drop head foursome coupe (June, 1947), fitted reconditioned engine just 12 months ago (6,000 miles), original maker's finish, good hood and tyres, heater, fog and passlights, Nu-way mats, etc., a nice car; £475.

CAMDEN MOTORS for Armstrong Siddeleys.—Whitley 4-light saloon (October, 1951), late property wealthy Midland industrialist, this car has been chauffeur driven and maintained since new, fitted radio, heater, screenwash, Kar-robe seat covers, etc.; £895.

CAMDEN MOTORS for Armstrong Siddeleys.—17hp limousine, 1939, in truly remarkable condition for a pre-war car, less than three months ago the whole car was completely stripped down, engine dismantled, rebored, new pistons, remetalled bearings, reground crankshaft, etc., other units overhauled or replaced were as follows: front axle, steering assembly, road springs and shock absorbers, manifold, starter unit, dynamo, brake assembly, gear box, etc.; all bills and complete schedule of work being available, general appearance is excellent, wide occasionals, division, etc., the whole car being in condition to give a really magnificent term of service; £595.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041; open till 8 p.m.; write for catalogue. [C1035

Armstrong Siddeley Cars Wanted

CM

THE CART MART, Ltd., wish to purchase Armstrong Siddeley cars.—320, Euston Rd., N.W.1. Euston 1212 [0171/R

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Armstrong Siddeley.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R

CASS'S MOTOR MART require carefully used Armstrong.—5, Warren St., W.1. Euston 4110. [W1040

MARSTON MOTOR Co., Ltd., for your Armstrong Siddeley.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0183/R

TAYLOR & CRAWLEY will buy low mileage luxury American cars at very good prices.—48, Kensington Court, W.8. Western 6015. [W4036

7-SEATER privately owned 1938/39 Limousines required, also 18hp 1951/52—cash waiting. A. & S., 2, Providence Court, North Audley Street, Mayfair 2941. [W1006

PASS & JOYCE, Ltd., London and District distributors, wish to purchase carefully used post-war Armstrong Siddeley cars.—184, Gt. Portland St., W.1. Museum 1001. [0585/R

H. F. EDWARDS urgently require good Armstrong Siddeley for immediate cash; distance no object.—Details please to 200, Great Portland St., London, W.1. Tel. Langham 0012. [W2003

Armstrong Siddeley Spares and Service

ARCOT ENGINEERING, Ltd

ARMSTRONG SIDDELEY owners, complete overhauls, service, 48 hours exchange engine service; prompt guaranteed work by specialists.

PRESELECTOR gear boxes; exchanges, reconditioning.—Arcot Eng., Ltd., 169, Fulham Rd., Chelsea, S.W.3. Ken. 7301. [0644/R

PRESELECTOR gear boxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2931. [0779

BIRMINGHAM joint distributors, spare parts from 1932.—Frank Moseley (A. S. & S.), Ltd., The Depot, Steward St., Birmingham, 18. Edg. 0916. [0548

HENLYS, Ltd., Cheetham Hill Rd., Manchester, 8, have large stocks of spares; reconditioning of cars and preselector gear boxes undertaken.—Tel. Deansgate 6216-7 [0602/R

A LARGE stock of spares for the above cars always available.—Pass & Joyce, Ltd., London distributors. Works: Hawley Crescent, Camden Town. Tel. Gul. 4141. [0760/R

ASTON MARTIN

DICKS.

1939 Aston Martin 2-litre short chassis drop head coupe, very fast and attractive; £595.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [C1072

METCALFE & MUNDY, Ltd.

ASTON MARTIN DB, specially prepared for the Spa 24 hours, terrific performance with very economical upkeep.—280, Old Brompton Rd., S.W.5. Fremantle 5471 [C3064

BROOKLANDS: Aston Martin Distributors.

BUY or sell your car at

103, New Bond St., London, W.1. Mayfair 8351. [C1029

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, offer:—

1953 Aston Martin DB11 saloon, green, with red leather upholstery, semi-vantage engine, Dunlop road racing tyres, 6,000 miles only, actual show model 1952, literally as new throughout; £2,350. [C1001

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ASTON MARTIN

1935 Aston Martin Mk. II long chassis, above average condition.—Hillingdon Motors, Uxbridge 412. [C2062

ASTON MARTIN 2-litre d.h. coupe, finest specimen in the country, late titled owner, H.M.V. radio; £475.—Value Cars, 362, Upper Richmond Rd., S.W.14. Prospect 7520. [7568

£265!!!—Very special Aston Martin 1½-litre 12hp open 2/4-seater sports with twin manifolds, outside exhausts and large fishtail at rear, 16in brake drums, knock-on wheels, slab tank, quick fillers, fold-flat screen, wing mirrors, remote control gear change, extra large type instruments, 120 mph speedo., rev. counter, temperature gauges, etc., etc., sound bodywork, no rust, excellent hood, full set of screens, five practically brand new tyres, this very desirable Aston Martin is offered to the true enthusiast requiring super sports performance at reasonably low running cost, must definitely be seen and tried to be appreciated.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

Aston Martin Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Aston Martin.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ASTON MARTIN cars wanted for cash, full details.—Friary Motors, Ltd., Old Windsor. Windsor 2002-3.

REQUIRED good used Aston Martin.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

Aston Martin Spares and Service

FRIARY MOTORS, Ltd.

ASTON MARTIN main dealers.

SOLE suppliers of spares for all Aston Martin cars produced up to 1940, specialised servicing facilities; 2-litre reconditioned engines available.—Straight Rd., Old Windsor. Tel. Windsor 2002-3. [0198/R

AUBURN

1936 Auburn 4-door phaeton 22hp, 6-cylinder, dual-ratio axle, giving 26 m.p.g., low mileage, original condition, makers built-in radio, new tyres; this car will give trouble-free motoring for years; £195 o.n.o.—Tel. London Amhurst 7848 or North 3636 evenings week-ends. Fraenkel Car Sales, 144, Upper Clapton Rd., London, E.5. [7750

AUSTIN SEVEN

ALLWEATHER MOTOR Co.

LARGE stock of Austin cars.

LONDON'S dependable motor traders.

WE offer a wide selection.

EVER-CHANGING stock.

ALL makes bought and sold.

TRADERS welcomed.

HIRE purchase—immediate delivery.

EVERY enquiry dealt with promptly.

REMEMBER!! Tel. Edgware 3610 (4 lines). [0587

1938 Austin Big 7 4-door sun saloon, in good condition throughout; £175.—91, Garratt Lane, Wandsworth, S.W.18. Battersea 5770. [C4062

RUBY saloon de luxe Austin 7, taxed, 1935, a nice little car; £135.—Write Chauffeur, 47, Shelley House, Churchill Gdns., S.W.1. [7796

ROYS offer: 1939 Austin Big 7 saloon, £165; 1937 Austin 7 2-seater, £135, both good; h.p. and exchanges.—Roys Automobiles, Ltd, 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. [C3059

Austin Seven Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 7.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN A30

H. A. SAUNDERS, Ltd., of Worcester.

1953 (Aug.) Austin A30 saloon, cream with red leather, works mileage only; £595.

AUSTIN HOUSE, Worcester. Tel. 2368. [C4005

1953 (June) Austin A30, 220 miles.—Weybridge 600. [C4025

AUSTIN A30, July 1953, heater, 700 miles, beige; £570.—71, Bedford Rd., Hitchin 1630. [7866

AUSTIN A30, heater, 7,000 miles; £555.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0621-2. [C3040

A30 1953, taxed, 150 miles, heater; £590.—Ralph & Co., Conduit Place, Paddington, W.2. Pad. 8656. [7975

1953 Austin A30 saloon, black, heater, loose covers, taxed, 1,100 miles; £595.—Davies, 47, Weston Ave., Leighton Buzzard, Beds. [7979

PRIDE & CLARKE, Ltd.—1953 Austin A30 saloon, green/brown leather, 2,500 miles, heater, one owner, as new; £579; three months' guarantee; terms, exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

Austin A30 Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash price for Austin A30.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN EIGHT

1947 Austin 8 saloon, black, good condition; £345.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common. Battersea 5573. [C3005

GUY ALFREDS & Co., Ltd.—1947 Austin 8 saloon.—6-7, Warren St., W.1. Euston 3268. [C1005

1947 Austin 8 4-door saloon, excellent condition, £350; exchanges, terms.—Palmers, 4, Russell Gardens Mews, Kensington, W.14. Park 9704. [7054

1947 Austin 8 4-door de luxe sun saloon, black/brown leather, in superb condition, taxed year; £385.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [C3026

1942 Austin 8 4-door saloon, not ex-W.D., re-sprayed, excellent mechanically; £295.—Elm Auto Sales, 68, Hartfield Rd., Wimbledon, S.W.19. Wim. 4825/0472. [7969

Austin Eight Cars Wanted

CM

THE CAR MART, Ltd., London distributors, wish to purchase Austin 8 cars.—297, Euston Rd., N.W.1. Euston 1212. [0952/R

REALLY good second-hand Austin 8 required.—Cobb, 30, Harley House, N.W.1. [W1086

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Austin 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN TEN

DICKS.

1940 Austin 10 saloon, same as post-war, a bargain; £295.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6688-9. [C1072

GATEHOUSE offer:—

1940 Austin 10 saloon, black, £325.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mountview 4444. [C3021

1946 Austin 10, one owner, excellent condition; £395.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common. Battersea 5573. [C3005

1935 Austin 10, good condition, £125.—6, Rodmarton Mews, Dorset St., W.1. Welbeck 9811. [C2066

1947 Austin 10 saloon, excellent throughout; £425.—Autowork, Ltd., Winchester. Tel. Winchester 4834. [C1010

£125.—Austin 10 1935, excellent engine and generally sound, paint a bit patchy, black.—Col. 7542. [7826

1946 (July) Austin 10 saloon, black with brown leather, very well maintained and much above average; £405.

W. J. BROWN, Ltd., Established over 30 years.

339 Finchley Rd., N.W.3. Hampstead 4414. [C1025

1938 Austin 10, recellulosed and overhauled; £235.—Ace of Spades, Great West Rd., Hounslow 5476 (Osterley Station Tube). [C2050

£145 1935 Austin 10 4-door de luxe saloon; £60 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1947 Austin 10 saloon, perfect condition, recently overhauled, one careful owner; offers over £399.—44, Gilbert Rd., Cambridge. [7850

1939 Austin 10 Cambridge sal., excellent condition, and mechanical cond.; £265.—Kirkdale Cars, 319a, Kirkdale, S.E.26. Sydenham 6129. [7955

£395!!!—1946 series Austin 10 saloon de luxe, immaculate inside and out; 3 months' guarantee; hire purchase exchanges.

LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221 (East Finchley Underground). [C2052

1946 Austin 10 sal., completely recellulosed, magnificent mechanical condition; £365.—Kirkdale Cars, 319a, Kirkdale, S.E.26. Sydenham 6129. [7954

1938 model Austin 10, spotless inside and out, taxed, good tyres, far above the average; £275.—Elm Auto Sales, 68, Hartfield Rd., Wimbledon, S.W.19. Wim. 4825/0472. [7970

ROYS offer: 1939 Austin 10 saloon, beautiful condition; £265; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. (near Camden Town Tube Station). Euston 2700 and 8894. [C3059

Austin Ten Cars Wanted

CM

THE CAR MART, Ltd., London distributors, wish to purchase Austin 10 cars.—297, Euston Rd., N.W.1. Euston 1212. [0953/R

R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

GOOD Austin 10 saloon urgently wanted.—Walter Scott, Ltd., 39, College Crescent, N.W.3. Pri. 5014. [W4006

AUSTIN A40

ACRES offer:—

1952 Austin A40 saloon, finished in pastel green, heater and radio, speedometer reading 12,000 miles, £665; choice of 4 other 1950 and 1951 models.

ACRES AUTOS, Ltd., 156, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. And at 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1002

CAR MART, Ltd.

LONDON Distributors.

1949 Austin A40 Devon saloon, heater, 21,000 miles; £545.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1059

B. J. HUNTER Ltd., offer:—

1951 Austin A40 saloon one owner since new; £595.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040

CHARLES RICKARDS Ltd., offer:—

1951 (Mar.) Austin A40 Devon saloon, grey, one owner, taxed year, excellent condition, 15,000 miles; £595.

ALSO a good selection of genuine low-mileage cars, offered with our 3 months' guarantee.

56 Bayswater Rd., W.2 (next door Lancaster Gate Tube Stn., 5 mins. from Marble Arch). Pad. 1020. [C3050

1950 (Jan.) Austin A40, black, radio and heater; £550.—Below.

1952 Austin A40 Somerset, low mileage, heater; £725.

HALLS (FINCHLEY), Ltd., Odeon Parade, North Finchley, London, N.12. Tel. Hillside 1044. [7960

1951 series Countryman; see under Utility Cars.—Harold Simons. [C4065

1952 A40 superb condition; £640.—Hillingdon Motors, Uxbridge 412. [C2062

AUSTIN Somerset 1952, 8,000; £680.—21, Shaftesbury Ave., Kenton, Middx. Wordsworth 5243. [7901

AUSTIN A40

1952 (Sept.) A40 Somerset saloon, fawn/tan leather, 10,000 miles, one owner, heater; £695.

H. A. SAUNDERS, Ltd., 526-530, Euston Rd., N.W.1. Euston 4511. [C4040

1950 (October) Austin A40 saloon, grey, one owner, mileage 19,000, fitted with heater, in excellent order throughout; £585.

LYNE, FRANK & WAGSTAFF, 3-5, Crouch End Hill, N.8. Mountview 4401. [C2058

LATE 1952 A40 saloon, perfect condition; £650.—Herbert & Mills, Ltd., Gt. Portland St., W.1. Langham 3506-7. [C2056

1951 Austin A40, excellent condition; £615.—Beardmore, 26, Queensway, W.2. Bayswater 0136. [C1015

1951 (Dec.) saloon in green, radio, one owner, taxed; £565.—Selbornes, 82, Park St., W.1. May. 4733. [7749

1952 Austin A40 Somerset, beige, heater, one owner; £670.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. [C4037

£465—A40 Countryman 1949, one owner, exceptional condition, taxed, heater.—Putney 5530. 92, Pirbright Rd., Southfields, S.W.18. [7911

1949 Austin A40, nice order, one owner; £520.—Smith and Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2512. [C4019

1952 model Austin A40 Countryman, very carefully used car; £595.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 5456. [C1077

1951 Austin A40, grey, heater, sun roof, one owner, garage maintained, immaculate; £585.—Edwards, Croft, Andover Rd., Newbury. [7851

1952 Austin A40 Countryman, 10,000 miles; £645.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027

1952 A40 Somerset, beige, brown leather, heater, 9,000 miles, one owner.—Blendon Car Sales, Ltd., Rochester Way, Bexley. Bexleyheath 8788. [7861

1950 (Sept.) Austin A40 saloon, in excellent condition, £535; exchanges, terms.—Palmers, 4, Russell Gardens Mews, Kensington, W.14. Park 9704. [C3054

1951 Austin A40 saloon, very low mileage, excellent condition throughout, guaranteed; £575.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C2055

SEPTEMBER, 1951, A40, steering column change, 17,000 miles, one owner, equal to new; £655.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. [C2051

1949 Austin A40 Devon 4-door grey export model saloon, sliding roof, heater, new tyres and battery, 23,800 miles, perfect condition, one owner, £550.—Putney 5496. [7818

£475!!! Austin A40 Dorset saloon de luxe, sunshine roof, heater, Lucas fog and pass lights, very desirable car, one owner since new, carefully driven and maintained.

TWO 1949 and two 1950 Devons, also available.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

A40 sports, cream, one owner, 12,000 miles, flame-throwers, loose covers, windscreen washer, heater, demisters, excellent condition; £675 or near offer.—11, Portwalls Rd., Coulsdon. Downland 4129. [7996

525 gns.—Austin A40 1950 Devon 4-door saloon, grey, blue leather, radio, heater, one owner, excellent condition, taxed; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1951 (Jan.) Austin A40 saloon, 15,000 miles only, one private owner, finished dark green, heater, spotlamp, tailored covers, taxed December, £595; trade enquiries welcomed.—Motouriqta (London) Ltd., Gt. North Rd., E. Finchley Station N.2. Tudor 2501-2. [C3018

£645!!!—1952 (Jan.) Austin A40 G.S.S. Devon saloon, steering column gear change, one private owner, with guaranteed mileage of 10,000 miles only, green and brown leather, absolutely as brand new in every respect.—Northern Motors of Harrow, 186-194, Pinner Rd., Harrow 4444. [C3025

Austin A40 Cars Wanted

THE

CAR MART, Ltd.,

AUSTIN cars

REQUIRED immediately.

MAKE your enquiries to

AUSTIN House, 297, Euston

ROAD, London N.W.1.

TELEPHONE: Euston 1212

[0957/R

R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A40.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

1949/50 A40.—Gordon Mackintosh, 80, Kingsbury Rd., London, N.W.9. Col. 7542. [7924

PRIVATELY owned A40.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2057

AUSTIN TWELVE

AUSTIN Ascot saloon (1957), blue, excellent condition, taxed year; £265 o.n.o.—Worthing 6123. [7846

1947 Austin 12 saloon, black, carefully used, excellent condition; £390.—Drake, Holm Farm, Sway, Hants. [7743

Austin Twelve Cars Wanted

CM

THE CAR MART, Ltd., London distributors, wish to purchase Austin 12 cars.—297, Euston Rd., N.W.1. Euston 1212. [0954/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Austin Twelve Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 12.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R

AUSTIN SIXTEEN

RAYMOND WAY.

RAYMOND WAY of Kilburn.

RAYMOND WAY; the hire-purchase specialists.

1948 Austin 16 saloon, extremely nice condition throughout, carefully driven and maintained, choice of 4 others; 429gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 3 yards). [C4047

R. F. FUGGLE, Ltd.

1948 (August), owned by one family since new, heater, radio and many other extras, coachwork and interior excellent; £545.

R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. [C2017

BRADSTOCK MOTORS offer:—

£475—1948-9 Austin 16 saloon, black, fitted heater, spotlights, etc., in exceptional condition, low total mileage, choice of two; terms, exchanges.—Bradstock Motors, Chase Rd., Epsom. Tel. Epsom 633. [8018

ANDOVER MOTOR Co., Ltd., offer:

AUSTIN 16, engine completely reconditioned, immaculate coachwork and interior; £470.—Andover, Hants. Tel. 3405. [C1005

HEARSE, 16hp Deck, brand new, fullest equipment, immediate delivery. £1,455. Seen:—

OUR only address, Station Approach, Kew Gardens. Alpe & Saunders (Coachbuilders), Ltd., Richmond. 1161. [6692

£485—1948 Austin 16hp saloon, black, brown upholstery, one owner, in excellent condition.

DENHAM SERVICE STATION Ltd., Denham, Bucks. Tel. Denham 2266. [C1070

£785—1951 hire car, cost £1,250; 1949 ditto, £650.—123, New Kings Rd., Fulham. Ren. 3555. [7980

21000 miles Austin 16, 1949; £545.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [C1076/1

19000 miles Austin 16, 1948; £495.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [C1076

1947 Austin 16, beautiful condition throughout; £450.—Blue Star Garage, 364 Kensington High St., W.14. [7712

1949 Austin 16 saloon, meticulously maintained, heater, etc.; £525.—Autowork, Ltd., Winchester. Tel. Winchester 4854. [C1010

1946 Austin 16 saloon, black, superb; £410.—Smith and Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [C4019

1947 (September) Austin 16, 22,000 miles, one owner, very carefully used; £450.—Broadway Motors, 67, High St., Hounslow, Hou. 0175. [C1028

HIRE car limousine, partition, 7 seats, black, leather, radio, taxed; £775 terms.—Rogers Garage, Wellesley Avenue, Hammersmith, W.6. Riv. 2644. [C3054

1949 (Sept.) Austin 16 saloon, black with brown leather, splendid condition throughout; £495.—Pantiles Service Garage, London Rd., Guildford 5326. [C3035

1936 Tickford d/h fourseme coupe, in splendid condition, engine just overhauled, new hood, tyres and battery; £165.—Jones, Fulmer Chase, Fulmer, Bucks. Tel. Uxbridge 184. [7947

HEARSE Latest Deluxe streamline 6-Bearer also 4-Bearer/Deck Coachwork, lavishly equipped, low cost, bargain value. Alpe & Saunders, Providence Court, North Audley Street, Mayfair 2941. [C1006/1

1949 Austin 16, black, brown, sun roof, saloon, 25,000 miles only, fitted radio, heater, Ace rimbellishers, taxed end of year, exceptional condition; £545.—Station Garage, Bush Hill Park, Laburnum 2082. [7904

HIRECAR Limousine (registered August 1953) partition, forward occasionals, leather, genuine mileage 560, opportunity £1035. Another similar mileage 10,000 private £895. Alpe & Saunders, Providence Court, North Audley Street, Mayfair 2941. [C1006

1946 Austin 16 sunshine saloon, fitted recon. engine in January, perfect condn. throughout, fitted heater and radio, 2 owners only, black with brown leather upholstery; £465 o.n.o.—Chosen Cottage, Chestnut Ave., Barton-on-Sea, Hants. Tel. New Milton 967. [7769

Austin Sixteen Cars Wanted

THE CAR MART, Ltd.,

AUSTIN cars

REQUIRED immediately.

MAKE your enquiries to

AUSTIN House, 297, Euston

ROAD, London N.W.1.

TELEPHONE: Euston 1212. [0355/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 16.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R

AUSTIN A70 & A90

1952 Austin A90 saloon, 13,000 miles, black/red leather; £795.—Caffyns, Ltd. Tel. Worthing 2340 or 2062. [7357

AUSTIN A70 & A90

CAR MART, Ltd.

LONDON Distributors.

1953 Austin A90 Atlantic saloon, heater, 2,000 miles; £895.

1952 Austin A90 Atlantic saloon, radio, heater, 2,000 miles; £835.

1951 Austin A90 Atlantic saloon, radio, heater, 16,000 miles; £695.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1039

PHILIP RICKARDS, Ltd., offer:—

1953 Austin A90 sports saloon, works mileage, radio; part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [C3031

SAUL & SLATTER, Ltd., offer:—

1950 Austin A90 power-operated convertible, finished in cream, fitted heater, excellent condition throughout; £575.

43—46, Aldermans Hill, N.13. Tel. Palmers Green 3631-2-3. [C4002

MAYFAIR COUNTRY CARS offer:—

1951 (June) Atlantic saloon, outstanding condition, radio, heater, taxed December; £725.—7, George Yard, Grosvenor Square, W.1. Mayfair 0131. [C3008

1953 Austin A70 saloon, radio, heater, sliding roof, 7,000 miles, one owner; £795.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [C3004

1953 (June) Austin A90 saloon, works mileage, black/beige, radio, heater; £965; also

1952 Austin A90 saloon, black, radio, heater, loose covers, 12,000 miles, one owner; £795.

RIPCO, Ltd. (Austins Purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-4. [C3052

1953 Austin A70 saloon, new, black, sun roof, heater, immediate delivery; list price.—J. Fricker, Ltd., Park 5077. [C2016

1953 (May) A70, black, 2,500 miles, heater, still under guarantee, subject A.A. inspection; £850 or offer; no dealers.—Box 0289. [7858

1952 A90 saloon, black, cream interior, one owner; £765.—Blendon Car Sales, Ltd., Rochester Way, Bexley, Kent. Bexleyheath 8788. [7862

1952 Austin A70, 11,000 miles, black, brown leather, immaculate; £845.—Modern Service (Wimbledon), Ltd. Tel. Wimbledon 5155. [C3014

JACK ROSE, Ltd., 1951 A90 Atlantic saloon, one owner, 24,000 miles, very clean; £625.—Stafford Rd., Wallington, Surrey. Wallington 6677/8. [C3056

JULY, 1951 Hereford, 19,000 miles, blue with blue leather upholstery, one owner; £725.—Broadway Motors, 67, High St., Hounslow, Hou. 0175. [C1028

£695!!!—A70 Hereford saloon, 1951 model, beige with brown leather, heater, etc., moderate total mileage and in particularly nice condition.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041; open till 8 p.m.; write for catalogue. [C1035

3,000 miles only, 1953 Austin Hereford saloon; £815.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027

1950 A70 Hampshire saloon, black, radio, heater, excellent condition; £650.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 6011. [C4004

1952 Austin A90 Atlantic saloon, pale blue, 9,000 miles only, one owner; £795.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [C1076

1950 Austin A90 saloon, cream with black leather, radio, heater; low mileage, mechanically perfect, guaranteed; £575.—Kings Motors, 1, High St., Hounslow. Tel. 3532. [C2049

1952 (Nov.) Austin Hereford, 5,500 miles only, one owner, spare unused, as brand new; £765.—Walker & Ward, Ltd., Daimler/Lanchester Distributors, Cheltenham. Tel. 3814/6. [7799

£785!!!—9,000 miles only, black unmarked 1952 (April) Austin A90 Atlantic saloon, fitted radio and heater, taxed year; this car is a superb specimen.—Northern Motors of Harrow, 186-194, Pinner Rd., Harrow 4444. [C3025

TANKARD & SMITH, Ltd., offer 1952 Austin A70 Hereford, grey with brown leather, heater, one owner, low mileage, immaculate condition; £785; three months' written guarantee.—194-198, Kings Rd., Chelsea, S.W.3. Flaxman 4801-2-3. [C4025

1950 Austin A90 Atlantic convertible, power operated, very clean throughout, in cream, new tyres and batteries, good mechanical condition; £550; exchange considered.—Abbott, 27, Henley St., Northampton. Tel. 5148, evenings. [7926

DEC., 1950, Austin A90 Atlantic convertible, power-operated hood and windows, colour Pacific blue, in excellent condition throughout; £685.—Moston Service Station, Ltd., 347, Hollinwood Ave., Moston, Manchester, 10. Tel. Fal. 1425 and 1587. [7815

1951 (August) Austin A90 hard-top saloon, black, red leather, seat covers, moderate mileage, maintained in perfect condition, one private owner; £695.—Iron Bridge Service Depot, South Rd., Southall, Middx. Southall 2655. Will demonstrate on behalf of owner. [7918

Austin A70 and A90 Cars Wanted

THE CAR MART Ltd.,

AUSTIN cars

REQUIRED immediately.

MAKE your enquiries to

AUSTIN House, 297, Euston

ROAD London N.W.1.

TELEPHONE Euston 1212 [0355/R

AUSTIN wanted in good condition for cash.—Valentine 4674, after 6 p.m. [W2018

PRIVATELY owned A70/90.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

Austin A70 and A90 Cars Wanted

FULL value paid for A70 or similar.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A70 and A90.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN EIGHTEEN

AUSTIN 7-passenger partitioned limousine, 1939, 18hp, small mileage; £425.—93, Captains Rd., Edinburgh. [7930

£195.—1937 model Austin 18 7-passenger limousine, excellent condition; £95 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

Austin Eighteen Cars Wanted

CM

THE CAR MART, Ltd., London distributors, wish to purchase Austin 18 cars.—297, Euston Rd., N.W.1. Euston 1212. [0956/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 18.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

7-PASSENGER privately owned 1957/8/59 Limousines, also Saloons, urgently required, cash waiting.—A. & S., 2 Providence Court, North Audley Street, Mayfair-2941. [W1008

AUSTIN A125 & A135

NEWNHAMS, Ltd.

AUSTIN Sheerline saloon, grey, registered March, 1953, mileage 2,750, several extras.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [C3024

CAR MART, Ltd.

LONDON Distributors.

1950 Austin A135 Princess saloon, 37,000 miles; £895.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1039

B. J. HUNTER, Ltd.,

1949 Austin Sheerline saloon, maintained regardless of cost, definitely unmarked; £750.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

RUSSELL MOTORS, offer:—

1952 Austin Princess saloon, 16,000 miles, one owner, colour black; £1,450.

ANY trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288. [C3060

TOM GARNER, Ltd., offer:—

1953 Austin A125 Sheerline saloon, black with fawn leather, 350 miles only; £1,595.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2030

H. A. SAUNDERS, Ltd., offer:—

1951 Austin Sheerline saloon, black with beige upholstery, radio, heater, etc., recorded mileage 9,880; £1,045.

836—842, High Rd., N.12. Hillside 5272 (8 lines). [C2027

1951 Austin Sheerline saloon; £1,085.

1950 Austin Sheerline saloon; £915.

GORDON CARS (LONDON), Ltd., 373, Euston Rd., N.W.1. Eus. 6611. [C2023

1950 Sheerline metallic grey, radio, heater, immaculate, one owner; £695.—Kirkwood Cars, 78, Streatham Hill, S.W.2. Tulse Hill 1288. [C2037

1949 Austin Sheerline saloon, black, beige leather upholstery, radio, heater, first-class condition throughout, £695.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [C3004

AUSTIN Sheerline, black (May), 1951, 17,500 miles, all new tyres, superbly maintained in immaculate condition, original owner; £1,000 o.n.o.—Box 0285. [7806

AUSTIN Sheerline saloon, 1950, black with brown leather upholstery, mileage 44,500, well maintained and in good order; £850 or near offer.—Ratcliff, Durwards Hall, Kelvedon, Essex. [8010

1950 Austin Sheerline saloon, black, beige leather, one owner, chauffeur kept, excellent condition; £735.—Lockwood Automobiles, Half-way, Walton-on-Thames. Tel. 2824. [7567

1949 Austin Sheerline saloon, most excellent condition throughout, just recellulosed Austin grey; £745.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [C1016

NAYLOR & ROOT.—1950 Austin Sheerline saloon, black, beige hide, radio, heater, unblemished condition, recorded mileage 21,000; £835, written guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

1951 (September) Austin A125 Sheerline saloon, grey/grey leather, radio, heater, superb condition, one careful owner since new, 9,000 miles only; £895.—Abbey Service Garage, Church St., Nuneaton. Tel. Nuneaton 2969. [8008

LIMOUSINE 1951 partitioned Sheerline, forward occasionals, black, unblemished, reasonable cost. Alpe & Saunders, Providence Court, North Audley Street, Mayfair 2941. [C1008

Austin A125 and A135 Cars Wanted

THE CAR MART, Ltd

AUSTIN cars

REQUIRED immediately.

MAKE your enquiries to

AUSTIN House, 297, Euston

ROAD, London, N.W.1.

TELEPHONE: Euston 1212. [0352/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Austin A125 and A135 Cars Wanted

PRIVATELY owned Sheerline.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

LIMOUSINE 7-passenger Sheerline required immediately, cash waiting. Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941. [W1006

AUSTIN MISCELLANEOUS

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, offer:—

1952 (Dec. '51) Austin A40 sports coupe, blue with beige leather, radio, heater, excellent condition throughout; £695.

1951 Austin A90 saloon, metallic grey, grey leather, radio, heater, twin spot lights, Ace Rimbellishers, speedo reading 20,000 miles, in really superb order; £750.

1950 Austin A90 electric convertible, finished blue, blue leather upholstery, heater, good order; £595.

1950 Austin Princess saloon, black, brown leather, radio, heater, excellent condition throughout; £1,150. [C1001

Austin Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTINS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767. [0622/R

AUSTIN wanted in good condition for cash.—Valentine 4674, after 6 p.m. [W2018

MARSTON MOTOR Co. for your Austin.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0598/R

HATTONS will buy all post-war Austin models; distance no object.—Lord St., Southport. Tel. 2268. [0788/R

WEYBRIDGE AUTOMOBILE, Ltd., the Austin distributors, urgently require late type Austin.—Tel. Weybridge 253. [0541/R

H. F. EDWARDS urgently require good Austin for immediate cash; distance no object.—Details please to 28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

Austin Spares and Service

A FIRST-CLASS service for Austin replacement units and vehicle parts; pre-war and post-war spares in stock; open Saturday until 6 p.m.; night service available.—Wimbledon Motor Works, Ltd., Main Parts Stockists, 29, High St., S.W.19. Wim. 0123. [0414/R

NORMAND, Ltd.

THE best service ensures a longer car life.

BRING your car to 405-9, King St., W.6. Riv. 3665. [0232

THE CAR MART, Ltd.,

LONDON distributors; spare parts for all model cars and trucks.

THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9 (Hendon 6500); and at 16, Uxbridge Rd., Ealing, W.9 (Ealing 6717); and 382, Streatham High Rd., S.W.16 (Streatham 7751). [0160/R

C. G. NORMAN and Co.

AUTHORISED Austin main spare parts stockists, service spare parts and replacement units.—50, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211. [0271/R

FOR Austin spares and replacement units.—Sands, Burnham, Bucks 84. [0505/R

AUSTIN 7 spares, any year, any part; largest stockists in U.K.; exchange units.—Try Northwood's first.—44-47, Newington Causeway, S.E.1. Hop. 2832/2820. [0729/R

AUSTIN 7 spares.—Largest stockists, lowest prices, exchange units, crankshafts, blocks, dynamos, etc.; s.a.e. for list.—Witham's, 18, Balham Hill, S.W.12. Battersea 3280/3769. [0488/R

AUSTIN parts and components for cars, vans and commercial vehicles.—J. Gibbs, Ltd., Main Parts Stockists, Longridge House, Great West Rd., Bedfont, Feltham, Middlesex. Tel. Feltham 4274-5. [0599/R

PRYNN & STEVENS, Ltd., the South London Austin depot; full range of parts and units in stock; exchange engines, gear boxes, pumps, clutches, carburettors, brake shoes and electrical units from stock repairs and service to Austin exclusively.—97, Acre Lane, S.W.2. Brixton 1155. [0184/R

AUTOVIA

GATEHOUSE offer:—

1938 Autovia, black; £325.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mountview 4444. [C2021

BENTLEY (3½, 4¼-litre and New 4½-litre)

CM CAR MART, Ltd.

1953 Bentley H. J. Mulliner lightweight 4-door sports saloon, black with tan leather upholstery, 1,000 miles; £6,450.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly.) Grosvenor 3434. [C1039

RIPPON.

RIPPON.

RIPPON BROS., Ltd.

THE leading Northern Bentley specialists.

HAVE a very fine selection of post-war Bentley cars.

RIPPON BROS., Ltd., Huddersfield 7070 (10 lines) Also Bradford Leeds and Sheffield. [0906/R

BENTLEY Mk. VI H. J. Mulliner 1948 4-door saloon, 42,000 miles; £2,498 for quick sale.—Box 0251. [7757

1937 Bentley 4¼, 4-door Park Ward saloon; £900.—Central Garage, Tel. Croydon 7464. [8015

BENTLEY (3½, 4¼-litre and New 4½-litre)

HROH R. OWEN, Ltd.

LONDON'S leading specialists in Rolls-Royce and Bentley cars, offer the following selection:

1952 Bentley 4.6 standard steel saloon, moss green with beige hide, 4,000 miles; £5,750.

1952 Bentley 4.6 standard steel saloon, Tudor grey with pale blue hide, 25,000 miles; £5,550.

1951 Bentley James Young sports saloon, black and grey with pale blue hide, 32,000 miles; £4,400.

1950 Bentley H. J. Mulliner lightweight sports saloon, Oford and Cambridge blue with blue hide, 14,000 miles; £4,550.

1950 Bentley Park Ward 2-door F.H.C., black and cream with beige hide, 23,000 miles; £3,950.

1950 Bentley standard steel saloon, dark grey with pale blue hide, 28,000 miles; £2,950.

1949 Bentley Park Ward D.H.C., power-operated hood, black with light brown hide, 11,000 miles; £3,650.

1949 Bentley standard steel saloon, light beige with beige hide, 41,000 miles; £2,600.

1939 Bentley 4¼ Park Ward overdrive sports saloon, black and grey with grey hide; £1,850.

1938 Bentley 4¼ Mann Egerton sports saloon, black with green hide; £1,600.

1936 Bentley 4¼ Park Ward D.H.C., black with brown hide; £875.

1935 Bentley 3½ Thrupp and Maberly sports saloon, black with brown hide; £725.

WE are interested in the purchase of Bentley cars, and invite communication from owners who have such vehicles for disposal.

H. R. OWEN, Ltd.

17, Berkeley St., London, W.1. Tel. Mayfair 9060. [C3052

L. F. WARD, Ltd.

1951 Bentley Mark VI 4¼-litre saloon, grey, red leather upholstery, excellent condition throughout.

L. F. WARD, Ltd., Hanover Court Yard, Hanover St., London, W.1. Tel. Mayfair 0146. [C4043/1

SLOCOMBES, Ltd.

1951 4¼ Standard saloon, in two-tone grey and as immaculate as it should be, fully guaranteed; £3,250; Mr. T. P. Dawe will be pleased to handle your enquiry personally.

H.P. and part exchange welcomed, existing h.p. accounts settled.

WE close at 7.30 p.m. (Saturdays 6 p.m.).—Write, call or telephone.—Slocombes, Ltd., 38-52, Dudden Hill Lane, N.W.10. Willesden 4869. [C4017

P.B. Ltd. offer:—

1936 3½ Bentley (F.B.) Freestone & Webb, mitred edge, sports saloon.

PADDON BROS., 60, Cheval Place, South Kensington, S.W.7. Tel. Ken. 9477-7478. [C5035

FRANK DALE offers:—

BENTLEY 4¼ Park Ward 4-door sports saloon, new condition, exceptional chassis, guaranteed, taxed year; £975.—Frank Dale, 61, Lancaster Mews, W.2. Paddington 4681. [C1067

H. A. FOX & Co., Ltd

OFFICIAL Rolls-Royce and Bentley retailers.

BENTLEY 1948, February, standard saloon, painted black with blue leather, used mainly in London, chauffeur-driven and maintained throughout its life, exceptionally low mileage of under 35,000; £2,225.

3—5, Burlington Gardens, Old Bond St., London, W.1. Regent 7687. [7687

COACHCRAFT offer:—

£450 o.n.o.—1955 (registered) 3½-litre Bentley semi razor-edge sports saloon, finished in grey with brown leather interior, very good performance with pleasing appearance.—Coachcraft, Elm Rd., Evesham. Tel. 6539. [C1055

SCOTT CARS offer:—

1947 standard steel saloon, a really outstanding example; bargain, £1,875; part exchange welcomed.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016

JACK OLDING of Mayfair.

OFFICIAL Bentley and Rolls-Royce retailers, offer early delivery of new cars with standard and special coachwork, also the following selection of their used Bentleys:—

1951 (June) 4¼-litre standard saloon, black, brown leather, one owner, 28,000 miles; £3,150.

1951 (April) 4¼-litre standard saloon, black, brown leather, one owner, 18,500 miles; £3,250.

1951 (March) 4¼-litre standard saloon, grey, blue leather, 28,600 miles; £3,150.

1950 (Sept.) 4¼-litre standard saloon, black, beige leather, 25,000 miles; £2,750.

1949 (March) 4¼-litre 2-door Countryman saloon, grey, polished wood, 38,000 miles; £2,850.

AUDLEY House, North Audley St., W.1. Mayfair 5242. [C5050

RUSSELL MOTORS offer:—

1948 Mark VI Bentley standard steel saloon, 54,000 miles only, blue and blue leather; £2,150.

1938 L5 series 4¼ Bentley Park Ward saloon, exception mechanically, black with blue leather; £1,125.

1934 (Nov.) C.R. series 3½-litre Bentley saloon by Thrupp & Maberly, rebored, new tyres, radio, etc.; £775.

ANY trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288. [C5060

PHILIP RICKARDS, Ltd., offer:—

1948 Bentley standard steel saloon, fawn, taxed excellent condition; part exchanges; deferred terms.

4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. [C5051

BENTLEY (3½, 4¼-litre and New 4½-litre)

JB JACK BARCLAY, Ltd.

EXCLUSIVELY for Rolls-Royce and Bentley.

LARGEST Official Retailers of Rolls-Royce and Bentley; please write for stock list; open until 8 p.m.

EXAMPLE.—1950 Mark VI Bentley power-operated drop head coupe by Park Ward, painted black and beige with beige leather upholstery, speedometer reading 30,000 miles; price £2,975.—Jack Barclay, Ltd., Berkeley Sq., London, W.1. Open until 8 p.m. Tel. May. 7444. [C1042

SWANMORE GARAGE offer:—

£1475—Bentley 4¼-litre 1939 saloon.

£2395—Bentley Mk. VI 1949 steel saloon.

£2895—Bentley Mk. VI 1948 James Young 4-door.

£3365—Bentley Mk. VI 1951 steel saloon.

£875—Bentley 3½-litre 1936 saloon.

EXCHANGES or terms.

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43544. [C4024

TAYLOR & CRAWLEY offer:—

1952 (November) Bentley R-type saloon (big boot), 10,000 miles; £3,850.

1949 Bentley (DZ) 4¼-litre P.S.C. saloon, 32,000 miles only, most attractively finished in dual colour; £2,525.

1947 Bentley (AK) 4¼-litre P.S.C. saloon, 42,000 miles only, many latest modifications; £1,925.

1949 Bentley 4¼-litre DHC by Park Ward, power operated, 15,000 miles, one owner, immaculate.

48, Kensington Court, W.8. Western 6015. [C4056

H. BEART & Co., Ltd., offer:—

1937 (November) Bentley 4¼-litre saloon; offers are invited for this very fine car; full details upon request.—102, London Rd., Kingston-on-Thames. Tel. 3348. [C1061

MASCOT MOTORS, Ltd., offer:—

1937 (Oct.) 4¼-litre KT series Freestone & Webb razor edged sports saloon, good history and condition; £1,050.

MASCOT MOTORS, Ltd., 237-245, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1251/2. [C5007

McKINNON MOTORS, Ltd., offer:—

1950 (Sept.) Bentley Mark VI standard steel saloon, black, powder blue leather, radio, heater, taxed December 17,000 miles only, a rare specimen; £2,975 part exchanges and confidential terms.

McKINNON MOTORS, Ltd., Langham House, 308, Bort Rd., Wallington, Surrey. Established 1906. Tel. Wallington 7404. [C3020

MANN EGERTON & Co., Ltd., offer:—

1951 Bentley Mk. VI standard steel saloon in two-colour scheme of vineyard green and grey, fitted with sunshine roof, radio and heater, 30,000 miles, in superb condition; £3,250.

14, Berkeley St., London, W.1. Hyde Park 2073. [C2006

GUY SALMON AUTOMOBILES offer:—

1951 Bentley 4¼-litre standard steel saloon, black/beige leather, 20,000 miles, immaculate and faultless condition; £3,150.—Portsmouth Rd., Thames Ditton. Emberbrook 5551/2/3. [C4001

H. M. BENTLEY & PARTNERS, Ltd., offer:—

1937 4¼-litre 4-door drop head foursome, 27,000 miles, Bentley history.

1935 3½-litre utility, 2 owners, good history; £725.

9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [C1018

DENHAMS GARAGE (ESHER), Ltd., offer:—

1938 (July) 4¼ Bentley, excellent chassis, history, fitted superb Sedanca coupe body by Gurney Nutting; £1,075.

1934 (November) 3½-litre Bentley sports saloon, excellent history, immaculate coachwork by Hooper; £695.—Tel. Esher 3560. [7925

CHARLES FOLLETT, Ltd., accredited Rolls-Royce & Bentley repairers & retailers, offer:—

1951 (Oct.) Bentley Mark VI big bore standard steel sal., Tudor grey, one owner, 15,000 miles only, supplied new by us and maintained by makers, new condition; £3,450.

1950 Bentley Mark VI standard steel sal., black, blue leather, one owner, at present undergoing pre-sale checkover; £2,950.

OFFICIAL Retailers & Repairers—18, Berkeley St., W.1. Mayfair 6266.

SERVICE Works & Stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5956. [C2010

SANDERSON & HOLMES, Ltd., Derby, official Rolls-Royce and Bentley retailers, have the following Bentley cars in stock:—

1952 4¼-litre Mark VI saloon, dual grey, one owner in perfect condition; £3,600.

1950 Mark VI saloon Tudor grey, in immaculate condition; this car has been beautifully kept, £2,950.

1948 Mark VI saloon, grey, engine and chassis rebuilt by Bentley Motors in 1951, £1,950.

PART exchanges. You can buy with confidence from us.

LONDON Road, Derby. Tel. 47471-5. [8005

£2899—Bentley Mk. VI 4¼-litre, 1951, 35,000 mile; above upset price acceptable for immediate sale.—Box 0253. [7756

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BENTLEY (3½, 4¼-litre and New 4½-litre)

1947 (May) Bentley Mark VI standard steel saloon, black, brown leather, H.M.V. radio, chauffeur kept, expert examination welcomed; £1,895. CLARKE & SIMPSON, Ltd., 49, Sloane Sq., S.W.1. Tel Sloane 4727. [C1048

BARTLETT.—Bentley Mark VI big bore standard saloon, 16,000 miles, virtually as new; £5,150.—27a, Pembridge Villas, W.11. Bayswater 0523. [C1015

EDWARDS & Co. (BOURNEMOUTH), Ltd., Bournemouth. Tel. 1272, officially appointed Bentley retailers and repairers; reliable used cars in stock. [5361

1937 Bentley Park Ward 4¼-litre saloon, completely overhauled, extras include radio and heater; £1,095.—Anthony Crook, Caterham Hill, Surrey. Tel. 22523. [C1065

1937 Bentley 4¼-litre Park Ward saloon, black, grey leather upholstery, Bentley history, immaculate condition.—Caffyns, Ltd., Worthing. Tel. 2540 or 2062. [7556

1952 Bentley steel saloon, 12,000 miles, immaculate condition; exchanges entertained.—Loxhams Rolls-Royce & Bentley Showrooms, Fishergate, Preston. Tel. 4245. [C2064

CLARKES OF PIRBRIGHT, official Bentley retailers, offer 1953 model 4½-litre Bentley, large boot, duo-grey, chauffeur maintained.—Pirbright, Surrey. Brookwood 2201-2. [C1049

4½-litre Bentley, modernised Corsica swept tail sports 4-seater, folding screen, Zeiss lamps, spring wheel, superb lines; £295.—45, Shirehall Park, N.W.4. Hendon 1648. [7755

1950 (Sept.) Bentley H. J. Mulliner saloon, black, fawn leather, covers, radio, 5,000 miles only, condition like new.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557. [C3006

1934 (Oct.) Bentley 3½-litre sports saloon, very attractive body, bills for £250 for recent overhaul; £675, part exchanges.—Noel Bell, Putney Vale (next to K.L.G. Works). Putney 7851. [8002

1936 Bentley 4¼ saloon, black coachwork by Thrupp and Maberly, brown hide, excellent performance, appearance and tyres; £875.—Wheatley, 2, West Hill Way, Totteridge, London, N.20. Hillside 3019. [7726

1952 Large-bore Mark VI standard sports saloon, normal mileage, fastidious owner-driver, maintained regularly by Bentley specialists, in its showroom condition.—Black, 3, Kinross Rd., Bournemouth 3774. [7739

1936 Bentley 4¼ Park Ward saloon, black, brought to standard by Bentleys few months ago, £800 bills, coachwork immaculate; reasonable offers only.—Philip, Rosario, Newton-le-Willows, Lancs. [7873

1947 Standard Steel Rolls-Bentley Mark VI with 1949 body modifications, in superb condition throughout, an exceptional car for its year, driven and maintained as a show car for our coachbuilding department; £2,300.

ALL inquiries to Head Office, Carrs Auto Sales, Ltd., Standard House, South End, Croydon. Tel. Croydon 6088. [7372

1947 Standard Steel Mark VI Bentley, 60,000 miles, complete history; £1,875 (part exchange welcomed).—Clayton's Cars (London), Ltd., 357, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050

ROSE & YOUNG, Ltd., offer 1949 Bentley Mark VI standard steel saloon, 36,000 miles only, immaculate condition; £2,565.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464. [C3057

BENTLEY 3½-litre (first registered August, 1934) 2-seater sports coupe by Vanden Plas; finished steel grey with grey hide upholstery; first-class condition; any trial; offered at £650.—George Heath, Ltd., 180-184, Newhall St., B'ham, 3. Central 3157. [7705

BENTLEY Mark VI, 2-door sports saloon, coachwork by James Young, finished black with grey leather upholstery, very carefully used, first registered May, 1947, speedo reading 40,000 miles; exceptional condition throughout; £2,350; insurance and h.p. terms arranged.

WADHAM BROS., Ltd., Automobile House, Banister Rd., Southampton. 'Phone 2991, Extn. 56.

JACK ROSE, Ltd., offer: 4¼ Bentley 4-door razor-edge saloon by Freestone & Webb, in black and red hide interior almost unmarked, radiator and all bright parts silver plated; car with Bentley history; accept £1,075.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C3056

1939 Bentley 4¼-litre Vanden Plas 4-seater convertible, one owner only, total mileage 79,000, £600 complete overhaul by Bentley's at 65,000 miles, recellulosed grey, new grey hood, red leather, radio, whole car immaculate; £1,675.—A.F.N., Ltd., Falcon Works, London Road, Isleworth, Middx. (Hounslow 0011.) [C2015

1948 (October) 4¼ standard steel saloon, in black with brown leather upholstery, radio, heater, taxed December, 21,000 miles only, all modifications, maintained by Bentley specialists for one fastidious owner, appearance as new; for sale privately to private buyer only at £2,350; can be viewed in Maidenhead district.—Box 0211 [7681

BENTLEY 1950 VI, PSC saloon, privately owned, black with powder blue hide and deep blue mats, impeccable interior and exterior, super mechanical condition, checked by agents, all necessary work carried out, plus engine mods., tyres as new, spare unused, many extras, chauffeur driven, absolute genuine snip, £2,690; consider small car.—A., 1023, Garratt Lane, S.W.17. Balham 3351. [7253

BENTLEY Mk VI series 4¼-litre standard saloon grey and red side, 16,000 miles, this car is used for occasional journeys and we doubt if any Bentley has enjoyed a more refined life that is all polish and no punishment; the owner is shortly taking over his ninth Rolls or Bentley from us; the car is fitted with bonnet locks, twin loudspeakers, and all carpets are sponge-rubber covered since birth; a truthfully immaculate specimen in every way; £3,100.—Metropolis Garages, Ltd., 1, Maclise Rd., Olympia, W.14. Tel. She. 5385. [7706

SPORTS 4-door 3½/1934 E.J.M. Saloon, leather, boot, £300 Derby overhaul, nice chassis, exceptionally attractive, history available, exceptional value, £645. Alpe & Saunders, Providence Court, North Audley Street, Mayfair 2941. [C1006

BENTLEY (PRE 1931)

L. F. WARD, Ltd

BENTLEY 4½-litre 1928 ex-Birkin Le Mans team car, in original condition, recent £450 engine overhaul, a very fine example of this marque.

L. F. WARD, Ltd., Hanover Court Yard, Hanover St., London, W.1. Tel. Mayfair 0146. [C4045

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [C3041/R

1925 Red Label Bentley, short chassis series s.s.; £250 o.n.o.—Robinson, Bedford Dye Works, Clapham Rd., Bedford 67541. [7699

4½-litre rebuilt sports 4-seater, nearly new tyres, new hood, taxed, bills available, excellent car throughout; £295.—Johnson & Brown, Ringers Rd., Bromley, Kent (20 minutes Victoria). Ravensbourne 6479 and 2322. [C5049

Bentley Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Bentley cars.—Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly.) Grosvenor 3434. [0958/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bentley.—Hampstead (Tube), N.W.3. Ham. 604' [W4018/R

SEE "Exchange."—Lewis Motors, Gerrards Cross. [9067

ORIGINAL Bentleys wanted, good prices paid for cars in specimen order.

R. C. WIMBUSH, Ltd., 312, Earls Court Rd., London, S.W.5. Fremantle 8401. [W4056

BENTLEY Mark VI wanted, preferably under 50,000 miles.—Bowles, 2, Elm Park Court, Pinner. Tel. 360.

1953 used Bentley wanted, not black, private buyer; particulars and price.—Box 0209. [7672

REQUIRED, good used Bentley.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

8-litre open sports Bentley wanted privately; send particulars and where car can be seen to Box 254. [W4056

HATTON MOTORS, Ltd., Birmingham, will buy or part exchange your 3½- or 4¼-litre Bentley.—71, Broad St., Midland 2437. [0357/R

WEYBRIDGE AUTOMOBILES, Ltd., officially appointed special retailers, urgently require late type Bentleys. Tel. Weybridge 235. [0540/R

WE will buy or part exchange your Bentley for a new one.—Loxhams Rolls-Royce & Bentley Showrooms, Fishergate, Preston. Tel. 4245. [W2064

JACK OLDING, official retailers and repairers, are interested in the purchase of good used cars.—8, North Audley St., W.1. Mayfair 5242. [W3030

WE are open to purchase any type pre-war Bentley cars, complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Livingstone 3362. [0062/R

R. S. MEAD (SALES), Ltd., are interested in purchasing any post-war Bentley cars.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 5451-2. [W3011

WANTED, post-war Bentley, have for sale at Walington, Surrey, modern detached freehold 4-bedroom house with ½ acre of garden; would accept Bentley and £2,500 for quick sale.—Please ring Uxbridge 2062. [7673

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. Mayfair 6266. Service works and stores: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0592/R

Bentley Spares and Service

JACK BARCLAY, Ltd.

LARGEST official repairers Bentley cars.

SERVICING or overhauls.

COACHWORK renovations and accident work.

LARGE stocks of spares.

WORKS: Lombard Rd., Merton, S.W.19 (close Sth. Wimbledon Tube). Liberty 7222 (8 lines). [S1082/R

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0593/R

ALL spares and replacements for pre-war Rolls-Bentleys; full repair service at most reasonable prices.—Comptons, 69, Westow St., Crystal Palace. Tel. Livingstone 3362. [0490/R

JACK OLDING, official retailers and repairers reception in the heart of Mayfair; complete overhauls, mechanical or coachwork.—Tel. Mayfair 5252 for collection.—18, Providence Court, W.1. [85030/R

B.M.W.

!! Chipstead Motors, Ltd.—See our advertisement ** under "Sports Cars." [1046

100 mph plus 328 B.M.W. 2-seater l.h.d. roadster, the appearance of this car is superb, recently recellulosed in silver grey, interior to match in leather, mechanically the car is without doubt one of the finest examples offered, the performance is literally stupendous, the acceleration is colossal; we will demonstrate to genuine customers at over 100 mph; offered at the genuine bargain figure of £495; terms.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6, Manchester. Pen. 5457. [C3000

BOND MINICAR

£222!!!—1952 Bond Minicar, like brand new, and carefully used; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

Bond Minicar Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bond.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

PRIDE & CLARKE, Ltd., the Bond Minicar buyers; H.P. accounts settled, exchanges.—Stockwell Rd., S.W.9. Brixton 6251. [0545/R

Bond Minicar Spares and Service

RAYMOND WAY for Bond Minicar repairs, spares and service under Bond trained service manager; no job too big or too small; free advice on all Bond models, latest modifications can be fitted to older models if required.

RAYMOND WAY, of Kilburn. [0827/R

BRISTOL

KEVILL DAVIES & MARCH, Ltd.

OFFICIAL Bristol retailers.

41—42, Hay's Mews, Berkeley St., W.1. Gros. 2563. [C2054/R

1952 Bristol 401 saloon, 6,000 miles; £2,195.

GORDON CARS (LONDON), Ltd., 373, Euston Rd., N.W.1. Eus. 6611. [C2023

!! Chipstead Motors, Ltd.—See our advertisement ** under "Sports Cars." [C1046

ANTHONY CROOK offers the largest selection of new and used Bristols in the country, including:—

1953 403 saloons, new from stock.

1953 401 saloons, new from stock.

1949 Bristol 400, colour bronze, radio, mileage 25,000, one owner.

1950 Bristol 400, radio, mileage 35,000.

1950 Bristol 401, Cambridge grey, radio, mileage 39,000, one owner.

1951 Bristol 401, heather grey, 15,000 miles.

1952 Bristol 401, heather grey, radio, mileage 12,000, one owner.

OTHER used Bristols are passing through our works and coachbuilding dept. before being offered for sale; we will take any make of used car in exchange; please write for details if any of the cars listed above are suitable; we would like you to call, see and drive the new Bristol 403.—Anthony Crook, The Bristol Distributor, Caterham Hill, Surrey. Tel. 22523. [C1063

UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—80, Piccadilly, W.1. Grosvenor 4141. [0618/R

1953 Bristol 401, azure blue, beige leather, reg. 29/4/53, mileage 817; £2,500.—F. Lewis, 16D, Marsham Chambers, Station Rd., Gerrards Cross. [7406

1950 Type 401, heather grey, beige upholstery, fitted radio, speedo, reading 20,400, good tyres taxed, immaculate; £1,500.—Hobbs, 343a, Stretford Rd., Manchester 15. [7658

FRAZER-NASH CARS usually have in stock for sale used Bristol cars in good condition at reasonable prices.—A.F.N., Ltd., Falcon Works, London Rd., Isleworth, Middlesex. (Hounslow 0011.) [C2015

1950 Bristol 401 saloon in Bristol red, radio, heater, in beautiful condition, considered one of the smartest, often taken to be new; £1,650.—Southwinds, Smugglers Walk, W. Worthing. Goring-by-Sea 42131. [C4027

Bristol Cars Wanted

BJ

FOR immediate purchase of your Bristol.

BJ

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bristol.—Hampstead (Tube), N.W.3. Ham 6041 [W4018/R

A.F.N., Ltd., will purchase for cash Bristol Type 400 and Type 401 cars.—Falcon Works, London Rd., Isleworth, Middx. (Hounslow 0011.) [0476/R

H. F. EDWARDS urgently require good Bristol for immediate cash; distance no object.—Details please to 200, Great Portland St., London, W.1. Tel. Langham 0012. [W2003

B.S.A.

BS.A. Scout, 1936, 2-seater, good condition throughout, radio, 4-wheeler; seen Sunday.—17, Mazoe Rd., Bishop's Stortford, Herts. [7746

1939 B.S.A. Scout 6-head coupe, mechanically perfect, original coachwork, excellent; taxed; £225.—Elm Auto Sales, 68, Hartfield Rd., Wimbledon, S.W.19. Wim. 4825/0472. [7967

B.S.A. Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for B.S.A.—Hampstead (Tube), N.W.3. Ham. 6041 [W4018/R

B.S.A. Spares and Service

BASIL ROY, Ltd.—B.S.A. (Scout model) spares; comprehensive stock; wholesale and retail.—161, Gt. Portland St., W.1. Langham 7753 [0144/R

BUGATTI

TYPE 57 G.P. Bugatti with special engine, good condition, fast and very reliable; £250.—Banks, Kirtlington, Oxon. Tel. Bletchington 81. [7790

BARTLETT.—Bugatti 130mph 57 SC Continental coupe; performance and appearance still unsurpassed.—27a, Pembridge Villas, W.11. Bayswater 0523. [C1013

Bugatti Spares and Service

J. LEMON BURTON (Bugatti Service), Lonsdale Rd., Kilburn, N.W.6. Maida Vale 1351 [0071/R

BUICK

BUICK convertible, 1948, one owner, many extras; £850; exchange and terms.—Valentine 4674, after 6. [C2018

£385.—Buick limousine 1937, renovated, 7-passenger, not ex hire car.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. [C2022

1939 Buick Viceroy saloon, leather upholstery, nice condition; £395.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043

RHD 1947 Buick, radio and heater, colour black.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. [C4028

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BUICK

BUICK 1947 l.h.d., heater, radio, nylon loose covers, a specimen car; £795; terms.—Norman Autos, 354, London Rd., West Croydon. Tel. Thornton Heath 4657. [7928

1936 Buick Empire saloon, 42,000 miles, as new, leather, radio, heater; reasonable offers.—R. Finch, Deans Bottom, Bredgar, Kent. Wormshill 221. [7732

1949 Buick Super Jet Back Sedanett, 24,000 miles only, one owner, radio, heater; £1,175.—Taylor & Crawley, 48 Kensington Court, W.8. Western 6015. [C4036

1938 Buick, one owner, 45,000 miles, chauffeur driven, regularly serviced by Lendrum & Hartman immaculate; £250.—The Clock Garage, Theale, Berks. Tel. 39. [7899

1939 special fixed head coupe, sun roof, 6-seater, R.H.D., Canadian made, new carburettor giving excellent performance, 22 mpg, no oil, very good condition, £368; photo.—Box 0291. [7882

£444!!!—1940 series Buick Viceroy 4-door special Tickford drop head coupe, just had £200 overhaul, including new engine; unrepeatable value; 3 months' guarantee; hire purchase, exchanges. LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

Buick Cars Wanted

JOE THOMPSON (MOTORS), Ltd., require Buicks.—97, Fulham Rd., S.W.3. Kensington 4858. [W4028

METCALF & MUNDY, Ltd., will buy your Buick car.—280, Old Brompton Rd., S.W.5. Fremantle 5471. [W3064

7-SEATER private 1937/38 Limousines required, cash waiting. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Buick buyers; also large selection for sale. See under "American Cars."—Wembley 8691/3903. [W4015/R

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [0304/R

H. F. EDWARDS urgently require good Buick for immediate cash; distance no object.—Details please to 28, Upper High St., Epsom, Surrey. Tel. Epsom 9409. [W2001

Buick Spares and Service

BUICK sole concessionaires, Lendrum & Hartman Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0141/R

CADILLAC

1948 Cadillac convertible, all power operated, hydramatic, low mileage; £1,775.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [C4036

Cadillac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Cadillac buyers.—Wembley 8691/3903. [W4015/R

JOE THOMPSON (MOTORS), Ltd., require Cadillacs. 97, Fulham Rd., S.W.3. Kensington 4858. [W4028

METCALFE & MUNDY, Ltd., will buy your Cadillac car.—280, Old Brompton Rd., S.W.5. Fremantle 5471. [W3064

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [0004/R

Cadillac Spares and Service

CADILLAC sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0012/R

CHEVROLET

GATEHOUSE offer:—

1936 Chevrolet saloon, black, one owner, 36,000 miles; £265.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mountview 4444. [C2021

B. J. HUNTER, Ltd., offer:—

1921 Chevrolet tourer, vintage condition throughout; £95.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040

1949 Chevrolet Styleline 2-door saloon, r.h.d., heater; £1,095.

1949 Chevrolet Styleline 4-door saloon, radio and heater, r.h.d.; £1,195.

CHOICE of other Chevrolets usually in stock.

BRITISH & COLONIAL MOTORS, Ltd. (Distributors for London and Home Counties), 13/14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027

RHD Chevrolet 4-door saloon, 2,000 miles only.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. [C4028

£150—1936 Chevrolet 26hp drop head coupe; £70 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

Chevrolet Cars Wanted

METCALFE & MUNDY, Ltd., will buy your Chevrolet car.—280, Old Brompton Rd., S.W.5. Fremantle 5471. [W3064

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Chevrolet buyers; also large selection for sale. See under "American Cars."—Wembley 8691/3903. [W4015/R

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [W1027/R

Chevrolet Spares and Service

CHEVROLET spares and repairs for private vehicles; distributors for London and Home Counties.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027/R

CHRYSLER

EXEC.'S sale.—1936 Chrysler 7-passenger limousine with face forward seats, estate to be cleared; £65.—Wellow Cottage, Wellow, near Yarmouth, I.o.W. [7895

1951 Chrysler Windsor saloon, l.h.d., radio, heater, loose covers, low mileage; £1,345.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027

RHD 1952 Chrysler de luxe fluidmatic drive 4-door saloon, colour blue, 7,000 miles, guaranteed.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. [C4028

LIMOUSINE, 1937, Imperial, 34hp, partition, forward occasionals, black, carefully maintained, £345. Alpe & Saunders, Providence Court, North Audley Street, Mayfair 2941. [C1006

Chrysler Cars Wanted

AUTO SALES (LONDON), Ltd.

CHRYSLER distributors will purchase all types of Chrysler vehicles.—59-65, Belsize Rd., Swiss Cottage, N.W.6. Mal. 5555/2155. [0643/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Chrysler.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Chrysler Spares and Service

AUTO SALES (LONDON), Ltd.

CHRYSLER distributors spares for all models; exchange reconditioned units in stock.—59-65, Belsize Rd., N.W.6. Mal. 5555/2155. [0495/R

CHRYSLER Specialists, comprehensive spares, engines and exchange units for all models.

CHURCH ROAD ENG. Co., Ltd., Hadleigh, Essex. Tel. Hadleigh, Essex 57271. [9684

CHRYSLER Specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London S.W.12. Tel. Balham 2254. [0561/R

CITROEN

H. W. MOTORS, Ltd., offer:—

1949 model Citroen Light 15, finished black, beige leather upholstery, fitted many extras; £565.

1947 Citroen Light 15 de luxe saloon, finished black with red leather upholstery, fitted many extras; £465.

H. W. MOTORS, Ltd., Walton-on-Thames 2404-5-6. [C2042

JOHN S. TRUSCOTT for Citroen.

ONLY first-class examples are offered.

PRESENT stock includes several post-war Light Fifteens from £475.

OFFICIALLY appointed Citroen agents.

NEW models from stock.

EXCHANGES, deferred terms.

JOHN S. TRUSCOTT, Ltd., 173, Westbourne Grove, W.11. Bayswater 4274. [C4055

WORTHING MOTOR Co., Ltd., for Citroen sales, spares service.—Tel. Worthing 71. [4754

£575.—Citroen 15, 1950, a really immaculate example; radio, heater, taxed.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6, Manchester. Pen. 3457. [C3000

CITROEN 1948 special 4-speed twin carburettor saloon, radio, innumerable extras; £550.—Bartlett, 27a, Pembridge Villas, W.11. [C1015

1950 Citroen 6-cylinder saloon de luxe, sun roof, radio, 29,000 miles only; £745.—Mann, 48, Forty Ave., Wembley Park. Arnold 4604. [C3017

1939 Citroen 15 saloon, l.h.d., recent overhaul; £265; part exchange '40-'47, French model.—Saint, Hodmore Farm, Mapledurham, Reading. [7844

1952 (March) Citroen Light 15, maroon, sun roof, one owner, 15,000 miles, beautiful condition; £765; exchanges, deferred.—Smith Auto Co., Ltd., 145, London Rd., Croydon. Tel. 4600/4632. [8011

1949 (June) Citroen Light 15 saloon, mist green, one owner since new, just had complete overhaul of front drive, etc.; £550; part exchanges.—Noel Bell, Putney Vale (next to K.L.G. works), Putney 7651. [7685

425gns.—Citroen Light 15, late 1947 sports saloon, black, sliding head, brown leather, excellent condition; terms; exchanges; list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube.) Hampstead 6041. [C4018

1950 Citroen 15hp saloon, French model, metallic grey, r.h. drive, special 4-speed gear box fitted, h.c. cylinder head, suspension and f.w.d. overhauled July, 1953, excellent condition throughout; £555, o.n.o.—The Talbot Garage, Ltd., Station Rd., Henley, Oxon. Tel. 22. [7680

6-cylinder 1951 sun roof de luxe saloon, grey, red leather, one private owner, 20,000 miles, first-class mechanical condition and appearance, £825; 3 months written guarantee; free after-sale service; usual h.p. facilities.—Harold Simons, Ltd., Simons Corner, 397-401, High Rd., East Finchley, N.2. (Junction of North Circular and Gt. North Road.) Three minutes Trolley E. Finchley tube. Finchley 0052-53. [4065

HINDHEAD MOTOR WORKS offer 1952 Light 15, grey with red leather, heater, windscreen washer, taxed year, one owner; £820. 1950 model Citroen Light 15, green with beige upholstery, one owner, £625; 1940 Citroen 6-cylinder, black with red leather, taxed year, £450; 1939 Citroen 12hp, black with Bedford cord upholstery, £515; new models from stock.—The Hindhead Motor Works, Ltd., for Citroen sales and service, Hindhead, Surrey. Tel. Hindhead 663. [C2061

Citroen Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Citroen cars.—150, Park Lane, W.1. Grosvenor 3454. [0172/R

R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Citroen.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ACE SERVICE STATION (LONDON), Ltd.

THE Citroen distributors, are the largest buyers of used Citroen cars in the British Isles; trade enquiries welcomed.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [W1000/R

REALLY good second-hand Citroen required.—Cobb, 50, Harley House, N.W.1. [W1086

Citroen Cars Wanted

CITROEN in good condition for cash.—Tel. Valentine 2098 or 4674 after 6 p.m. [W2016

REQUIRED, good used Citroen.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

PERFORMANCE CARS urgently require Citroens.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

CITROEN.—John S. Truscott, Ltd., urgently require good examples; highest prices for cash or exchange.—173, Westbourne Grove, W.11. Bay. 4274. [W4035

CITROEN cars wanted for cash or part exchange by the Citroen specialists and stockists.—The Hindhead Motor Works, Ltd., Hindhead, Surrey. Tel. 663. [W2061

Citroen Spares and Service

SOUTH of the Thames.

SALES of Croydon, distributors and specialists for over 25 years; repairs, overhauls and spares.—Tel. Croydon 5131-2. [0187/R

THE HEADINGLEY MOTOR & ENG. Co., Ltd., 8, Otley Rd., Leeds, 6. Tel. 52627-8.

THE Citroen Specialists, all spares stocked, immediate exchange drive shafts, gear boxes, steering units, etc. [0061/R

WIDCOMBE GARAGES, Ltd., Pulteney Rd., Bath 4565.—Citroen parts, reconditioned drive; trains 48-hr. service. [9696

SHRIMPTON'S MOTORS, Ltd.—London Distributors. Head office and showrooms—242-244, Brompton Rd., S.W.3. Kensington 9464.

SPARES and service.—47, Montrose Place, Halkin St., Hyde Park Corner, S.W.1. Tel. Sloane 5490. [0727/R

WOODFORD CAR MART, Essex distributors for Citroen cars, sales, service and reconditioning.—Woodford New Rd., Woodford Green, Essex. Buckhurst 0017. [0200/R

CITROEN.—We are distributors for N.W. Kent and specialise in reconditioning these cars, front drive assemblies fitted from stock.—Barnehurst Garage, Ltd., Bexleyheath 725. [0746/R

BOWES ROAD GARAGE & ENGINEERING Co., Ltd., Bowes Rd., N.11 (Bow 2284); specialists on Citroen body repairs and mechanical overhauls, swivel joints reconditioned 48-hr., all spares stocked. [0585/R

CONNAUGHT

L. F. WARD, Ltd.

1952 Connaught, 9,000 miles, green sports 2-seater, all-weather equipment, not raced, in excellent condition.

L. F. WARD, Ltd., Hanover Court Yard, Hanover St., London W.1. Tel. Mayfair 0146. [C4048

CORD

SWANMORE GARAGE offer:—

1937 Cord supercharged saloon; £495.

EXCHANGES or terms.

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43344. [C4024

DAIMLER

R. F. FUGGLE, Ltd.

1951 Daimler Consort saloon, genuine mileage 4,000, fitted radio, colour blue; £1,525.

R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. [C2017

BOON & PORTER, Ltd.

1951 Consort saloon, grey/blue, mileage 21,000, one owner, radio, heater, Caldwell charger and engine heater, magnificent throughout; £1,150.—Castelnau, S.W.13 (by Hammersmith Bridge). Riverside 4444. [C1022

TOM GARNER, Ltd. offer

1950 Daimler 2½-litre Barker drop head coupe, grey with blue leather; £895.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

H. A. SAUNDERS Ltd., offer:

1939 Daimler 18hp sports saloon, metallic blue with red leather upholstery, radio, recorded mileage 35,500, fitted reconditioned engine; this car is a specimen of its type and in really superb condition; £545.

836-842, High Rd., N.12. Hillside 5272 (8 lines). [C2027

PHILIP RICKARDS, Ltd., offer:—

1951 Daimler special sports drop head coupe, black/grey, 14,000 miles.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [C5051

STRATSTONE, Ltd., Daimler distributors.

DAIMLER 2½-litre special sports coupe (1952), dual silver grey with grey leather, H.M.V. radio, loose covers, 4,500 miles only; £1,675.

DAIMLER 2½-litre Consort (1953), black with brown leather, 2,000 miles only, as new; £1,550.

DAIMLER 2½-litre Consort (1951), black with beige leather, low mileage; £1,150.

DAIMLER 2½-litre saloon (1949), blue with blue leather, most attractive; £895.

DAIMLER EL 24hp limousine by Hooper, black with cloth to rear, very little used, condition almost equal to new; £865.

DAIMLER 4½-litre 7-passenger limousine, dark blue and black with cloth to rear, in good condition; £450.

STRATSTONE, 40, Berkeley St., W.1. (Mayfair 4404.) Service, 7, Herbrand St., Russell Square, W.C.1. (Terminus 7164). [C4022

BROOKLANDS: Individuality, new and used cars.

1952 Daimler 2½-litre drop head coupe, 9,000 miles.

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029

GUY ALFREDS & Co., Ltd.—1947 Daimler 2½-litre, fine specimen, heater, H.M.V. radio.—6-7, Warren St., W.1. Euston 3268. [C1005

£125.—1934 Daimler Light 15, an excellent example; £60 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

DAIMLER

CASS'S MOTOR MART.—1938 Daimler 17 saloon, black, genuine 33,000 miles, one owner, written guarantee.—5, Warren St., W.1. Euston 3523. [C1040

DAIMLER LQ3 limousine 7-seater, partition, exceptional condition; £450; to be seen by appointment.—12, Weymouth Mews, London, W.1. Langham 1991. [7015

1950 Daimler 2½-litre drop head coupe by Barker; £1,095.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027

1950 (July) 2½-litre Consort saloon, black/red, 19,000 miles only, due to illness of one owner, immaculate; £1,000.—Loosemore, 51, Richmond Drive, Watford. [7720

1946 Daimler 2½-litre sports tourer by Charles-worth, two tone brown, most attractive; £495.—Bruce France, 8a, Cromwell Mews, South Kensington. Fla. 0515. [C2014

365 gns.—Daimler, September 1939 2½-litre de luxe saloon, blue, sliding head, blue leather, pre-selector, i.f.s., very good condition; terms; exchanges.—Rowland Smith, below.

195 gns.—Daimler New 15, 1937 16.2hp Stratstone foursome drop head coupe, black, brown leather, pre-selector, good condition; terms; exchages; list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube.) Hampstead 6041. [C4018

APRIL 1952 Daimler Consort 2½-litre saloon, black, brown leather upholstery, 38,000 miles, immaculate condition; £1,100 or offer.—Victory Motors, Cheltenham. Tel 5105. [7807

DAIMLER Consort, 1953, under 1,200 miles, black with brown upholstery, fitted with heater, under makers' guarantee until Feb. 1954, sale due to death of owner; bargain at £1,475.—Apply Collaton Garage, Paignton. Tel. 57305. [7706

CAMDEN MOTORS for Daimlers.—2½-litre saloon (Nov.) 1946, purchased direct from Scottish titled family, this car has been chauffeur maintained and serviced throughout by accredited Daimler agents and is only available due to delivery of a new Daimler Conquest; £665.

CAMDEN MOTORS for Daimlers.—2½-litre saloon 1950 model (Nov., 1949), immaculately finished in Daimler green with leather upholstery to match, fitted heater and screenspray, whole car very recently overhauled; £895.

CAMDEN MOTORS for Daimlers.—Consort saloon 1951, in dark blue, now undergoing complete check-over and engine inspection in our workshops; £995.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1055

1947 (December) Daimler 2½-litre saloon, finished in green with green leather upholstery, H.M.V. radio and heater fitted; this car was extensively overhauled and recellulosed by the Daimler Motor Company early this year and is in quite exceptional condition having been in one ownership since new, guaranteed.

DEMONSTRATIONS, any time, anywhere.

DAVID ROSENFIELD, Ltd., 234, Cheetham Hill Rd., Manchester, 8. Tel. Bla. 4942. [7740

LIMOUSINE, 1937/24hp. partition, widest occasionals, privately owned, carefully maintained, reasonable cost. Alpe & Saunders, Providence Court, North Audley Street Mayfair 2941. [C1006

Daimler Cars Wanted

KIRKWOOD CARS buy most types of Daimler.—78, Streatham Hill, S.W.2. Tulse Hill 1288. [W2037

CASS'S MOTOR MART require carefully used Daimler.—5, Warren St., W.1. Euston 4110. [W1040

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Daimler.—Hampstead (Tube), N.W.3. Ham. 6041 [W4018/R

H. F. EDWARDS urgently require good Daimler for immediate cash; distance no object.—Details please to 28, Upper High St., Epsom, Surrey. Tel Epsom 9400. [W2001

7-PASSENGER 1937/38/39 privately owned EL.24 also 1938/32hp Limousines required, cash waiting. Alpe & Saunders, Providence Court, North Audley Street Mayfair-2941. [W1006

Daimler Spares and Service

PRESELECTOR gear boxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2931. [0145

DAIMLER and Lanchester specialists.—Debnam Motors, 17, Atherstone Mews, S.W.7 Western 4541. [6432

ARCOT ENGINEERING, Ltd.—Preselector gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0236/R

KINGSTON-ON-THAMES.—Daimler sales and service.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241-2. [84053/R

CROYDON.—Donald Vince & Co., Ltd., Daimler and Lanchester specialists, for sales and service.—Kidderminster Rd., Croydon 5775. [0686

ALLEN'S, Victoria Rise, Clapham, S.W.4. Daimler and Lanchester appointed agents and specialists for spares repairs, etc.—Tel. Macaulay 6252-4 and 4199. [0460/R

DELAGE

BROOKLANDS: Individuality, new and used cars

1951 Series Delage D.6 saloon, mileage 9,000.

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars" [C1046

1950 (Nov.) Delage D6SL 3-litre saloon, total gear box, maroon with grey upholstery, radio, heater and seat covers, a most attractive and unusual car; £945.

G. & R. GARAGE, Ltd., 33, Victoria Rd., Surbiton. Elmbridge 6755. [C2025

Delage Spares and Service

SELBORNES World Concessionaires, engine and body repairs; parts supplied.—82, Park St., W.1. [0659/R

DELAHAYE

SELBORNES, World Concessionaires.—135M sedanca, 27b miles only; greatly reduced price, £2,550.—82, Park St., W.1. [6508

Delahaye Spares and Service

SELBORNES, World Concessionaires, engine and body repairs; parts supplied.—82, Park St., W.1. [0660/R

DELLOW

GORDON GARAGE (DULWICH), Ltd., Dellow distributors for London and South-Eastern counties.—53-55, East Dulwich Rd., London, S.E.22. New Cross 3704. [0610/R

D.K.W.

4 D.K.W. cars for sale: One all-metal drop head; one saloon, fabric; one cabriolet, fabric; and one completely rebuilt saloon.—Below.

B. & M. GARAGES, Ltd., for super reconditioned D.K.W. cars and guaranteed spares; brand new crankshafts, sleeved cylinder blocks; both items on exchange basis, plus packing, etc.; repairs and overhauls our speciality.—B. & M. Garages, Ltd., 42a, St. Michael's St., W.2. Paddington 6877. [0016/R

D.K.W. Spares and Service

NEW big-ends and mains fitted to D.K.W. crankshafts.

C. F. SMITH & Co., 83-85, St. John's Hill, Clapham Junction. Bat. 0871. [0066/R

DODGE

LATE Dodge limousine, engine condition not important, body and interior must be perfect; full particulars, please.—Box 0191. [7645

Dodge Spares and Service

DODGE specialists, repairs, spares, exchange engines.—Church Road Engineering Co., Ltd., Dodge Distributors, Hadleigh, Essex. Tel. 58474/57127. [0192/R

DODGE specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2234. [0362/R

FERRARI

BROOKLANDS: Individuality, new and used cars.

1952 Ferrari 4.1-litre 342 chassis fitted 2-door 4-seater sports saloon, 5,000 miles, show car.

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029

FIAT

1940 500 4-seater at £299.—Below.

CLAIRMONTE BROS. always have several 500 Fiats from £200-£300, some with reconditioned engines.—Shanklin Rd., London, N.8. Mountview 5285. [C1056

S. & S. MOTORS for quality Fiats as below:

1940 1100cc 4-door saloon in beautiful condition; Laystall balanced crankshaft, new tyres, leather upholstery, twin spotlamps, windtones, luggage rack and radio, 3 months guarantee; £585.

1939 1100cc duo green saloon, excellent condition, leather upholstery; £545.

1939 1100cc black saloon, leather upholstery, good tyres; £295.

1939 500cc Cabriolet, in excellent condition, fitted radio, recent overhaul; £250.

1939 500cc 4-seater, recent engine overhaul, good condition throughout; £250.

S. & S. MOTORS, 165a, Westbourne Grove, W.11. Bay. 1644. [7513

FIAT 500 1937, ex. perf., sev. new items; £175.—24, Blenheim Rd., Bromley, Kent. Imp. 3260. [7675

C. V. BUSHMER, the Fiat Specialist.—For rebuilt guaranteed models.—39, Holland Park, W.11. Park 5731. [C3061

1939 Fiat 500 convertible 4-seater, taxed, clutch, etc. overhauled, new battery, running beautifully, a smart little car, £275; speedy.—Slo. 7218. [7747

MAYFAIR GARAGES, Ltd., invite readers of "The Autocar" who are interested in Fiat cars to get in touch with us, when up-to-date priced stock lists will be despatched by return.—Below.

MAYFAIR GARAGES, Ltd., concentrate almost exclusively on the sales, servicing, renovation and general well being of the Fiat car.—Below.

MAYFAIR GARAGES, Ltd., seldom have a selection of less than twenty cars in stock, ranging through Series 1 coupes at £175, Series II coupes and saloons, £250 to £325, fully reconditioned Series II coupes, £350, post-war 500B and 500C £395 to £525.—Below.

MAYFAIR GARAGES, Ltd., also hold large stocks of Fiat accessories, body-trims and service/exchange assemblies.—Below.

MAYFAIR GARAGES, Ltd., Fiat Sales and Service, 34, Balderton St. (opp. Selfridges), Mayfair, W.1. Mayfair 3104/5; open 9-6, Sats. 9-1. [C3009

265 gns.—Fiat 500, 1939 model convertible coupe, black, red leather, excellent condition; taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1938 500 convertible, 2-seater, engine relined with new bearings, etc., new tyres and battery, S.U. carburettor, etc., Philips radio, fitted Tygan tartan nylon loose covers, Lucas spotlight and demisters, taxed, exceptional condition; £255.—Box 0280. [7786

1938 Fiat 500 cabriolet, perfect condn. throughout, engine completely overhauled last year at cost of over £60, just decarbonized and steering overhauled, resprayed and new hood 2 years ago, 4 very good tyres (2 new), many extras including screen-spray, Bray engine heater, cig. lighter, etc., new carpets; £215, o.n.o.—Chosen Cottage, Chestnut Ave., Barton-on-Sea, Hants. Tel. New Milton 907. [7770

Fiat Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Fiat.—Hampstead (Tube), N.W.3. Ham. 6041 [W4018/R

FIAT in good condition for cash.—Tel. Valentine 4674, after 6 p.m. [W2018

MAYFAIR GARAGES, Ltd.—Cash for Fiats.—34, Balderton St., W.1. Mayfair 3104. [0695/R

Fiat Cars Wanted

PERFORMANCE CARS urgently require Fiats.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

Fiat Spares and Service

FIAT 500 trouble?—Try B.D.J. (England), Ltd., 65, Lowlands Rd., Harrow. Byron 6028. [0325/R

FIAT 500cc genuine Fiat spares, reconditioned engines, gear boxes, starters, dynamos, timing chains, etc., guaranteed repairs.—S. & S. Motors, 165a, Westbourne Grove, W.11. Tel. Bay. 1644. [0136/R

FIAT (ENGLAND), Ltd., Water Rd., Wembley, sole licensees for the United Kingdom, are only source of genuine Fiat spares and service.—Tel. Perivale 5651. 'Grams: Fiat, Wembley. [0909/R

MAYFAIR GARAGES, Ltd.—£35, Fiat 500, fully reconditioned S/E engines; immediate delivery; Fiat repairs and renovations at competitive prices.—Mayfair Garages, Ltd., Balderton St., W.1. Mayfair 3104; open 9-6, Sats. 9-1. [0632/R

FORD (8 h.p.)

DICKS.

1947 Ford 8 saloon, well maintained, really fine order throughout; £295.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [C1072

PERRY'S OF HARROW

HAVE an excellent selection of post-war 8hp saloons available.

PHONE Harrow 4282 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Mddx. (Opp. Bus Depot.) [0099/R

1946 Anglia, one owner; £275.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common. Battersea 5573. [C3005

HENDON CENTRAL GARAGE, Ltd., offer:—

1949 Ford Anglia, black and green, taxed year, absolutely unmarked; £395.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [2034

FORD Anglia (May) 1953, loose covers, 3,000 miles; £475 o.n.o.—Enf. 0064. [7841

1953 (May) Anglia saloon, black, taxed year, mileage 3,000; £460.—Pinner 9450. [7982

1952 8hp Ford Anglia, 4,000 miles only; £465.—Lawton-Goodman, 36, North Audley St., W.1. [C2022

1953 Ford Anglia, 700 miles, taxed May 23; £525.—Lee, Winsley, Derby Rd., Wirksworth Derby [7869

£165!!! 1937 Ford 8 saloon, in good sound condition; also choice 2 others, 3 months' guarantee, hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1951 (Dec., 1950) Ford Anglia, 11,000 miles, as new; £415.—Bexhill Motor Co., Ltd., London Rd., Bexhill, Sussex. [7865

395 gns.—Ford Anglia 1951 saloon, black, one careful owner, excellent condition; terms, exchanges.—Rowland Smith, below:—

345 gns.—Ford Anglia 1949 saloon, black, works reconditioned engine, exceptional condition; terms, exchanges.—Rowland Smith, below:—

295 gns.—Ford Anglia, June 1947, saloon, black, carefully used, very good condition; terms, exchanges.—Rowland Smith, below:—

225 gns.—Ford Anglia 1940 saloon, pastel green, very good condition; terms, exchanges.—Rowland Smith, below:—

195 gns.—Ford 8, 1938 (reg. 1939) saloon, black, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1933 Ford 8 saloon, £85; also 1936 Ford 8 saloon in good condition; £125.—91, Garratt Lane, Wandsworth, S.W.18. Battersea 5770. [C4062

1952 Ford Anglia, in almost new condition, one owner; £425.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077

1952 Ford Anglia, absolutely spotless, taxed; £435.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [C4019

1949 Ford Anglia saloon, one owner, excellent condition, £350; exchanges, terms.—Palmers, 53, York St., Twickenham. Popesgrove 1890. [C3034

£195.—1939 Ford Anglia saloon, excellent condition.—Le Grice Elers, 107-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. [C2055

1953 (May) Anglia saloon, registered but unused, green; under list price.—Jack Pozner (Autos), 395 Hendon Way, N.W.4. Hendon 1423-4. [C3063

£325.—Ford 8 very special drop head foursome utility, reg. 1952, May, most extras, tyres as new, most unusual opportunity, winner concours; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yards Holland Park Tube.) Exchanges, h.p. [C1017

1937 Ford 8, very sound and original, brakes relined, good tyres and body work; £165.—Elm Auto Sales, 68, Hartfield Rd., Wimbledon, S.W.19. Wim. 4825/0472. [7966

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1, and 8-14, Mead St., Soho, W.1. Langham 1594-5.—1946-50 Ford Anglia saloons low mileage all guaranteed; also earlier models [0578/R

PRIDE & CLARKE, Ltd.—1951 Ford Anglia saloon, black, brown leather, one owner, £409; 1950 Ford Anglia saloons, black/beige, beige/brown, beige/red, blue/blue leather, choice of 4 from £369; 1949, black/green leather, choice of 3 from £319; 1946, black/red leather, good condition, £289; 3 months' guarantee; terms; exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Ford Eight Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Ford 8 cars.—320, Euston Rd., N.W.1. Euston 1212. [0172/R

RROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

FORD (10 h.p.)

DICKS.

1947 Ford Prefect saloon, carefully used; £350.

1939 Ford Prefect saloon, just recellulosed and re-upholstered; £275.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [C1072

CAR MART, Ltd.

1952 (Dec.) Ford Prefect saloon, 5,000 miles; £565.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039

PERRY'S OF HARROW.

HAVE an excellent selection of post-war 10hp saloons available.

PHONE Harrow 4262 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middlesex (opp. Bus Depot). [0100/R

OVERSEAS CARS, Ltd., offer:—

1952 Ford Prefect saloon, black, leather upholstery, one owner, mileage 8,000-odd, perfect; £525.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [C3031

ALLAN TAYLOR MOTORS, Ltd., offer:—

1950 Ford Prefect, leather upholstery; £440.

HIGH St., Wandsworth, S.W.18. Tel. Vandyke 4433 (5 lines). [6716

W. J. BROWN, Ltd., used Ford specialists.

1953 (Jan.) Ford Prefect saloon, black, brown leather, one owner, 6,900 miles; £565.

W. J. BROWN, Ltd., Established over 30 years.

339 Finchley Rd., N.W.3. Hampstead 4414. [C1025/1

W. J. BROWN, Ltd., used Ford specialists.

1952 (Sept.) Ford Prefect, 8,900 miles, Bristol fawn, radio and loose covers; £535.

W. J. BROWN, Ltd., Established over 30 years.

339 Finchley Rd., N.W.3. Hampstead 4414. [C1025

1939 Prefect saloon, well maintained; £260.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common. Battersea 5573. [C3005

1951 Ford 10cwt Utilecon, see under Utility Cars, Harold Simons. [C4065

£435—Ford Prefect, 1950, black, leather upholstery, smart condition and very well maintained.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [C2008

1953 (August) Prefect saloon, 140 miles only, taxed; £575.—43, North Rd., Brighton 25050. [7867

1952 Ford Prefect saloon, leather, 16,000 miles, £510.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [C2026

£475 !!! 1951 series Ford Prefect, many extras fitted, absolute gift, 3 months' guarantee, hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1953 Ford Prefect saloon, mileage under 150; £555.—Bedford Motor Works, Ltd., 87, Dulwich Rd., S.E.24. Brixton 4242. [7915

1947 Prefect, black, very good condition, one owner, 34,000 miles; £365.—Ralph & Co., Conduit Place, Paddington, W.2. Pad. 8636. [7972

FORD Prefect 1953 (May), 4,000 mls., black/leather upholstery, condition as new; 545gns.—Carr Bros., The Soho Garage, Soho Sq., London, W.1. Ger. 1262. [C1041

£210—Ford Prefect 1939 saloon de luxe, 4-door red, red leather, sunshine roof, sound mechanical condition, licensed to Dec.—Lawrence, She. 3567. [8006

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1 and 8-14, Meard St., Soho, W.1. Langham 1594-5.—1946-50 Ford Prefect saloons, low mileage, all guaranteed. [0579/R

ARCHIE SIMONS & Co., Ltd.—1951 Ford Prefect, colour beige, leather upholstery, nominal mileage, one owner; £485.—94, Gt. Portland St., W.1. Lan 1543. [C4015

£195—1958 Ford 10, very good order; bargain.—G.P. (Balham), Ltd., 2c, Balham Hill, S.W.12. (100 yards Clapham South Tube.) Batt 1107-8-9 [C2024

1949 Ford Prefect saloon (new look), excellent condition, £395; also 1959 Prefect saloon, £225; exchanges, terms.—Palmers, 4, Russell Gardens Mews, Kensington, W.14. Park 9704 [C3034

W. J. REYNOLDS (MOTORS), Ltd., Main Ford dealers, have among our stock of used cars of various makes a Prefect chassis with front doors and a bench type seat, 1948, so far unregistered, l.h.d., only 185 kilometres and therefore almost as new, ideal for special builder or for conversion to utility or other special body; covered by our usual guarantee; £250.—Ford House, New Rd., Dagenham, Essex. Rainham 770 (8 lines). [C3065

FORD (10 h.p.)

345gns.—Ford Prefect 1947 saloon, black, green leather, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

PRIDE & CLARKE, Ltd.—1952 Ford Prefect saloon, beige/beige leather, 1,000 miles, one owner, as new, £549. 1951 Ford Prefect saloon, grey/red leather, 16,000 miles, one owner, £469; 1951 l.h.d. green/beige leather, 19,000 miles, £419; 1950 (Oct.), leather upholstery, low mileage, one owner, £459; 1949, black/brown leather, 26,000 miles, £389; 3 months' guarantee; terms; exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

Ford Ten Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Ford 10 cars.—150, Park Lane, W.1. Grosvenor 3434. [0174/R

MARSTON MOTOR Co., Ltd., for your Ford 10.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0179/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

FORD CONSUL

B. J. HUNTER, Ltd., offer:—

1953 Ford Consul saloon, low mileage, indistinguishable from new; £775.

B. J. HUNTER, 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

TOM GARNER, Ltd., offer:—

1953 Ford Consul saloon, black, radio, 4,000 miles only; £799.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

MONTROE MOTORS offer:—

1952 Ford Consul, 10,000 miles, radio, heater, etc., grey; £695.

MONTROE MOTORS (N. H. Boswell), 91-7, Epping New Rd., Buckhurst Hill, Essex. Buc. 1171-2. [7948

CHARLES RICKARDS, Ltd., offer:—

1953 (Dec. 1952) Ford Consul, fawn with red leather, fitted heater, radio, Underseal, 10,000 miles, spare unused, carefully maintained, in faultless condition, taxed year; £725.

ALSO a good selection of genuine low-mileage cars offered with our 3 months' guarantee.

56, Bayswater Rd., W.2 (next door Lancaster Gate Tube Stn., 5 mins. from Marble Arch). Pad. 1820. [C5050

W. J. BROWN, Ltd., Used Ford Specialists.

1953 (Mar.) Ford Consul saloon, black with red leather upholstery and heater, one owner; £755.

W. J. BROWN, Ltd., Established over 30 years.

339 Finchley Rd., N.W.3. Hampstead 4414. [C1025

DAGENHAM MOTORS, Ltd., Ford main dealers.

1951 Consul, beige, radio, heater, 20,000; £650.

1952 Consul, green, radio, heater, 16,000; £695.

56 Park Lane, W.1, Hyde Park 4866; 374, Ealing Rd., Alperton, Middx., Perivale 3388; and 6, 8 and 12, Sangley Rd., Catford, S.E.6, Hither Green 4821. [C1066

FORD Consul, May, 1953, black, red leather, heater, radio, 5,000; £765.—Tel. Reading 72752. [7974

1952 Ford Consul, in excellent condition; £675.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [C5026

1952 Ford Consul, leather, heater, radio, twin fog lamps, 18,000 miles, one owner; £685.—Laburnum 4705. [7939

1953 (May) Consul, 7,000 miles, black, many extras, one careful driver; best offer over £710 cash; private.—Box 0281. [7798

1953 (May) Ford Consul saloon, opal, leather upholstery, heater, new condition, mileage 800, owner unexpectedly returning abroad; £725.—Beare, Ethorpe Hotel, Gerrards Cross, Bucks. [7795

1951 Ford Consul saloon, leather, radio, heater, one owner, 14,000 miles, immaculate, guaranteed, £650; exchanges, terms.—Palmers, 4, Russell Gardens Mews, Kensington, W.14. Park 9704. [C5034

PRIDE & CLARKE, Ltd.—1953 series Ford Consul, fawn/red leather, 12,000 miles, one owner, £669; 1951 Consul, opal blue/brown leather, heater, Tygan covers, one owner, £649; 3 months' guarantee; terms; exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

Ford Consul Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Consul.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

PRIVATELY owned Consul.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

FORD ZEPHYR

W. HAROLD PERRY, Ltd., Invicta Works, 179, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1951 (June) Ford Zephyr Six saloon, green leather, heater, radio and loose covers, immaculate car; £735.

THIS car is available for demonstration anywhere, any time; hire purchase terms can be arranged.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [C3042

B. J. HUNTER, Ltd., offer:—

1953 Ford Zephyr saloon, 5,000 miles only, radio, heater, etc., £855.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

FORD ZEPHYR

DAGENHAM MOTORS, Ltd., Ford main dealers.

1951 Zephyr, green, radio, heater, 20,000; £675.

1953 Zephyr, grey, red, 5,000; £795.

56 Park Lane, W.1, Hyde Park 4866; 374, Ealing Rd., Alperton, Middx., Perivale 3388; and 6, 8 and 12, Sangley Rd., Catford, S.E.6, Hither Green 4821. [C1066

FORD Zephyr (March) 1953, black, red leather, offers.—Barn House, Brockweir, Chepstow. Tel. Tintern 278. [7776

1953 Ford Zephyr, 400 miles, as new; £850.—Sidney Marcus, Ltd., 53, Sloane St., S.W.1. Tel. Sloane 5557. [C5006

GUY ALFREDS & Co., Ltd.—1952 Ford Zephyr, black/red upholstery, heater, radio, 1953 condition, 6-7. Weymouth St., W.1. Euston 3266. [C1005

ZEPHYR 1952 (October), 9,000 miles, heater, dark green, brown leather, unmarked, one owner.—Chepstow Garages, Ltd., Ledbury Rd., Bayswater 2949. [C1042

1953 Ford Zephyr (May), leather, heater, one owner, under 5,000 miles, absolutely as new; £850.—Cook, Prudential Chambers, Colchester. Tel. 4165. [7805

1953 Zephyr, black, red leather, radio, heater, covers, undersealed, 4,000 miles only, spare unused, one owner; £795.—Kirkwood Cars, 78, Streatham Hill, S.W.2. Tulse Hill 1288. [C2057

NAYLOR & ROOT.—1952 Ford Zephyr, suede green, beige hide, heater, 10,000 miles only, indistinguishable from new, £765; written guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C5022

1951 Ford Zephyr saloon, leather, radio, heater, one owner, 15,000 miles, immaculate, guaranteed, £695; exchanges, terms.—Palmers, 4, Russell Gardens Mews, Kensington, W.14. Park 9704. [C5034

FORD Zephyr, Aug., 1951, pale green, beige leather, really beautiful condition throughout, 14,000 genuine mileage, heater, radio, spotlight, private sale; £725.—Hales, 2, Water Orton Rd., Castle Bromwich 2069. [7697

645gns.—Ford Zephyr 1951 saloon, duo-green, fawn leather, radio, heater, one owner, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

FORD Zephyr saloon, first registered July, 1953, colour metallic blue with blue leather upholstery and fitted heater, total mileage 780 only, licensed end of year, new condition, not run in; nearest offer to £875 secures.—Martin Walter, Ltd., Folkestone. Tel. 3105. [7742

Ford Zephyr Cars Wanted

WANTED crashed or damaged Ford Zephyr.—Box 0067. [5917

PRIVATELY owned Zephyr.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

FULL value paid for Zephyr or similar.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Zephyr.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

FORD (V.8)

GEREGISTERED March, 1947, right-hand drive Canadian Ford V.8 super de luxe sedan 4-door 6-seater saloon, immaculate maroon cellulose, chromium bright fittings, excellent brown hide upholstery, fitted steering gear change, new look front, twin-tone horns, passlights, radio, heater, reversing light, etc., recently decarbonised and just fully serviced throughout, written guarantee; 595gns; hire purchase, part exchanges.—Geoffrey Edwards, Ltd., Amenbury Lane, Harpenden, Herts. Harpenden 116. [C2009

H. W. MOTORS, Ltd., offer:—

1950 Ford Pilot, finished black with brown leather upholstery, 20,000 miles, only one owner; £485.—H. W. Motors, Ltd., Walton-on-Thames 2404-5-6. [C2042

1951 (March) Ford Pilot, in new condition, radio, heater, colour black, brown leather, taxed end of year; £550.

PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harlow. Potter St. 121. [C5058

FORD Pilot 1948/49, one owner, superbly maintained, almost unmarked; £450.—Bartlett, 27a, Pembridge Villas, W.11. [C1013

PILOT, exceptional condition throughout, low mileage, £455.—Brookside Motors, 102, High Rd., Uxbridge. Tel. 164. 10 a.m. to 7 p.m. [C1030

FORD V 8 91A drop head coupe, first licensed (July) 1950; £300.—Tel. Maiden 0421 (Surrey); seen after 7 p.m. from August 31st. [7909

1938 Ford V.8, £60 spent, leather interior, good tyres, mec. perf., clean; £185, o.n.o.; 25 mpg.—After 6 p.m. Wim. 7033. [7671

£195—1938 81A Ford wooden body utility, unrepeatable bargain, £95 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1939 Ford 30hp 4-door saloon, in exceptional order, heater, taxed year, £265; terms, exchanges.—H. Rose, Lynch Garage, Uxbridge. Tel. Uxbridge 122. (Opposite side entrance G.P.O.). [C3055

TANKARD & SMITH, LTD., offer 1949 Ford Pilot, black, with brown leather, nominal mileage, radio and heater, immaculate condition; £485, three months' written guarantee.—194-198, Kings Rd., Chelsea, S.W.3. Flaxman 4801-2-3. [C4025

CAMDEN MOTORS for Ford Pilots.—1949 saloon, in dark blue with de luxe leather interior, built-in heater, screenspray etc., purchased direct from executors of local county councillor; the car has had moderate use since new; £455.

CAMDEN MOTORS for Ford Pilots.—1950 late registration saloon de luxe, with radio and heater, two owners, 21,000 recorded miles, very attractive condition all round; £525.

CAMDEN MOTORS for Ford Pilots.—1951 saloon, just respayed beige with immaculate brown leather upholstery, heater, nylon loose seat covers, heater, a one owner car; £565.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

1947 Canadian Ford V.8 saloon, black, brown leather upholstery, 24,000 miles, with one careful owner, exceptionally sound vehicle; £550 or offer.—Victory Motors, Cheltenham. Tel. 5105. [7808

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD (V.8)

1937 Ford V.8 30hp drop head coupe, recently recellulosed and rechromed, new hood, in good mechanical order, good tyres, taxed for the year, radio, bugle horn, a very attractive car indeed; £225.—Noel Bell, Putney Vale (next to E.L.G. works). Putney 7851. [7684

Ford V.8 Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Ford V.8 cars.—320, Euston Rd., N.W.1. Euston 1212. [0175/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford V.8.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R

UTILITY—FORD OR OTHER BODIES

1947 Ford 8 utility, excellent throughout; £195. G. W. WILKIN, Ltd., 1, Weston Park, Kingston. Kin. 2241. [C4055

SALE Ford V.8 shooting brake, very good order, used daily; £150.—Hunt, Whessoeholme Farm, Burtree Lane, Darlington, Co. Durham. [7681

1937 Ford V.8 30hp utility 6-seater, wood body; £195; exchanges, terms.—Palmers, 53, York St., Twickenham. Popesgrove 1890. [C3054

1952 (May) Fordson 10 estate car, beige, 4,000 miles, one owner; £565.—Gee Cars, Ltd., 60-62, Queenstown Rd., S.W.8. Mac. 3363 [7528

AMERICAN FORD

ON all matters of sales spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., Gt. West Rd., Brentford. Tel. Ealing 4506/9. [0749/R

Ford Miscellaneous Cars Wanted

R

S

ROWLAND SMITH'S, The Car Buyers, highest cash prices for Ford.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

FORD in good condition for cash.—Tel. Valentine 4674, after 6 p.m. [W2018

FORDS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767. [0823/R

WANTED, Ford 8/10, after 1936, saloon or tourer, no objection to repairs.

THE FORGE GARAGE (PETERSHAM), Ltd., 192, Petersham Rd., Petersham, Surrey. Richmond 1854. [W2011

H. F. EDWARDS urgently require good Ford for immediate cash; distance no object.—Details please to 28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001

Ford Spares and Service

NORMAND, Ltd.

THE best service ensures a longer car life.

BRING your car to 405-9, King St., W.6. Riv. 3665. [0234

ALLAN TAYLOR (MOTORS), Ltd.,

HIGH St., Wandsworth, S.W.18.

MAIN Ford dealers.

LARGE stock of genuine Ford parts.

VANDYKE 4435 (5 lines). [0314/R

FRANK G. OATES, Ltd., High Rd., Woodford Green (Tel. Wanstead 2253) main Ford dealers, service and all spares. [0093/R

WE have one of the biggest stocks of Ford spares in the country from model A, V.8 W.D. types and tractor to the current models. Ford reconditioned engines, reconditioned BB engines, etc.—W. J. Reynolds (Motors), Ltd., Main Ford and Fordson Distributors, Ford House, New Rd., Dagenham. Rainham 770 (6 lines). And 66, High St., East Ham, E.6. Grangewood 1130. [S3062/R

FRAZER NASH

1937 Frazer Nash open 2-seater, Meadows Brooklands engine, new hoods, immaculate condition.—Coppice Garage, Ltd., Watling St., Dordon, Staffs. Tel. Polesworth 333 [7634

Frazer Nash Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Frazer Nash.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

FRAZER NASH-B.M.W.

PERFORMANCE CARS.—Good selection always available written guarantee.—See under "Sports Cars." [C3041/R

FRAZER NASH-B.M.W. Type 328 2-str., Hirst gear box, heavy duty back axle and clutch, immaculate condition; £645.—South Kensington Motor Services, 2, Reece Mews, Kensington. Kensington 1004. [7927

195gns.—Frazer Nash-B.M.W. 1936 2-litre Type 55, foursome drop head coupe, green, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Frazer Nash-B.M.W. Cars Wanted

R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Frazer Nash-B.M.W.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

HEALEY

BROOKLANDS, sole concessionaires Healey.—New 4-seater saloon, coupe and convertible 3-seater from stock.

1952 Healey Tickford saloon, exceptional.

1951 Healey Abbott coupe, excellent.

1951 Healey Tickford saloon, one owner, radio.

1950 Healey Silverstone sports 2-seater.

BUY or sell your car at

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029

HEALEY

KNIGHTSBRIDGE MOTORS, Ltd.

1949 Healey Duncan streamlined sports saloon, finished in blue with red leather, heater, two owners only, in beautiful condition; £825.

3, Roberts Mews, Lowndes Place, Belgrave Sq., S.W.1. Sloane 4086. [C2063

1950 Healey Silverstone with all modifications; £795.—Anthony Crook, Caterham Hill, Surrey. Tel. 22323. [C1063

1948-9 Healey 2-seater Duncan sports, guaranteed; £480, payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6651. [C3029

1951 2-seater coupe with immense luggage space, special streamline, perfect paintwork and maintained as business car; designed for long distance, comfortable travel; one of the most striking cars in England; £1,200.—Brock, day Tho. 6262, evenings Oxted 141. [7987

ELLIOTT Sports saloon (latest type chassis), just completely serviced and overhauled throughout by Donald Healey Motor Co., Ltd., Warwick; extremely fast (105 m.p.h.), with incredible economy (28/50 m.p.g.), nominal total mileage, many extras, Philips radio and heater, Lucas screen washers, flamethrowers and demisters, four new Dunlops, new battery, instruction book, etc.; taxed year, exceptional condition; a very genuine car which gives nothing but sheer pleasure to own and drive; cost £1,850, sacrifice £685.—Box 0279. [7785

Healey Cars Wanted

B. J. HUNTER, Ltd., offer:—

FOR immediate purchase of your Healey.

B. J. HUNTER, 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [W2040

SILVERSTONE wanted for cash.—Valentine 2098 or 4674, after 6 p.m. [W2018

BARTLETT.—Healey Abbott coupe urgently required.—27a, Pembridge Villas, W.11. [W1013

RICHARDS & CARR buy Healeys.—35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [W5045

PERFORMANCE CARS urgently require Healeys.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, urgently require Healey cars, all models. [W1001

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Healey.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

HEALEY Tickford saloon wanted, late model, one owner, under 15,0000 miles, to purchase privately; £950 offered.—Give full particulars, Box 0254. [7702

HILLMAN 10

WM

WELBECK MOTORS proudly offer:—

1948 Hillman Minx drop head coupe, in grey with blue leather; we have just fitted a Rootes replacement engine; This is an amazing little car and is certainly the best 1948 Minx we have ever seen; in appearance and running standards it is like a new car; for the last 6 months it has been used by the wife of one of our directors; £479.

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 5991 (6 lines). [C4049

ACRES offer:—

1952 Hillman Minx drop head coupe, maroon and light fawn leather upholstery, magnificent condition throughout; first £650 secures

ACRES AUTOS, Ltd., 156, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. And at 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2 [C1002

RAYMOND WAY.

RAYMOND WAY of Kilburn.

RAYMOND WAY, the Hire-Purchase Specialists.

1948 Hillman Phase II d.h. foursome coupe, in really immaculate condition, fitted with many extras, choice of 4 others from 450gns.

HIRE-PURCHASE terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Road, Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo Line, 150 yards). [C4047

B. J. HUNTER, Ltd., offer:—

1950 Hillman Minx saloon, special export model; £495.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040

OVERSEAS CARS, Ltd., offer:—

1952 Hillman Minx saloon, claret, heater and loose covers, one owner, mileage 9,701, perfect throughout; £675.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [C3051

H. A. SAUNDERS, Ltd., offer:—

1948 Hillman Minx Estate car, grey with brown upholstery; reconditioned engine; £495.

836—842, High Rd., N.12. Hillside 5272 (8 lines). [C2027

PHILIP RICKARDS, Ltd., offer:—

1951 (1952 series) Hillman drop head coupe, low mileage; part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [C3051

PHILIP RICKARDS, Ltd., offer:—

1953 Hillman Minx Anniversary model, blue, 5,000 miles, taxed, as new; part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [C3051

HILLMAN 10

WARWICK WRIGHT, Ltd., offer:—

1951 and 1953 Hillman Minx saloons and convertible coupes, many fitted heater, radio, all low mileage; from £595.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

ANDOVER MOTOR Co., Ltd., offer:—

1951 Hillman, choice of 2, one green, one blue; both at £560, and both very nice cars.—Andover, Hants. Tel. 5405. [C1003

PHOENIX MOTOR Co. (SURREY), Ltd., offer:—

1948 (Feb.) Hillman Minx Phase II saloon, black, fitted loose covers, moderate mileage, good tyres, well maintained, taxed; £595.

PHOENIX MOTOR COMPANY (SURREY), LIMITED, Sutton, Surrey. Vigilant 1121. [C3044

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:—

ROOTES Group Dealers.

HILLMAN Minx drop head coupe, August '51, as new; £635.

1950 specimen Hillman Minx saloon, one owner, 20,000 miles genuine; £560, p.e and h.p. facilities.

MARLBOROUGH Works, Kenton. Tel. Wordsworth 7805 (5 lines). [C1008

DAGENHAM MOTORS, Ltd., offer the following cars:—

1952 Hillman Minx saloon, maroon, 5,000; £695.

1953 Hillman Minx saloon, black, 800; £745.

56, Park Lane, W.1, Hyde Park 4866; 374, Ealing Rd., Alperton, Middx., Perivale 3388; and 6, 8 and 12, Sangley Rd., Catford, S.E.6, Hither Green 4821. [C1066

1951 (May) Hillman coupe, excellent condition; £575.—St. Albans 5356. [7731

£385.—Hillman Minx 1947, black, smart bodywork and very well kept interior condition.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2254. [C2008

1947 Hillman Minx saloon, one owner; £395, 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

1952 Hillman coupe Ph. V, 11,000 miles, blue, lovely condition; £650.—Prospect 1992. [7876

JUNE 1953 Hillman coupe, Mark VI, many extras, taxed end of year, mileage 1,500; £775.—Addiscombe 6051. [7952

1940 Minx saloon, 2,000 miles since £145 reconditioning; £325.—Speedsters, Ltd., Horley (Surrey) 628. [C4020

1953 Hillman Minx Anniversary saloon, 1,100 miles; £750.—Autowork, Ltd., Winchester. Tel. Winchester 4834. [C1010

£135.—1937 Hillman 10 saloon, very clean car; terms.—Autosnips, 5, Balham High Rd., Balham 1509. [C1009

1949 Hillman Minx, fitted radio, excellent condition, £475.—Blue Star Garages, 364, Kensington High St., W.14. [7715

1947 Hillman Estate car, recently rebored and in good order; £425.—Dunham & Haines, 46, Castle St., Luton 2100. [6021

£585.—1950 (December) Hillman convertible, beige, red leather upholstery, recorded mileage 25,000 in excellent condition.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070

MINX 1947 3-way d.h. coupe, engine done 10,000 miles, spotless throughout.—Chepstow Garages, Ltd., Ledbury Rd., Bayswater 2949. [C1042

1952 Mark V Hillman Minx drop head coupe, grey with red leather, taxed; £675.—Woking Motors (Maybury Hill), Ltd., Woking 1928. [C4057

1948 Phase II Minx saloon, black, excellent condition; £450.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004

£398.—Hillman 10 1947 saloon, bodywork and interior excellent, v.g. tyres, tip-top mechanically, particularly smart, choice 4; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds Holland Park Tube.) Exchanges, h.p. [C1017

1938 Hillman Minx, resprayed, mechanically excellent, taxed; £245.—Elm Auto Sales, 68, Hartfield Rd., Wimbledon, S.W.19. Wim. 4825/0472. [7868

HILLMAN Minx (September), 1949, dove grey, very pretty car, in excellent condition, one careful driver; £525.—Tel. Bedford 3700 for appointment. [7825

1952 (September, 1951) phase V Hillman Minx saloon, black, heater, 11,000 miles; £625.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. [C4037

£125.—1936 Hillman 10hp utility, recent recond. engine, clean condition; £60 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1951 August Minx drop head, black and red, heater, 13,000 miles genuine, faultless; £605.—Barker, 17, Prentis Rd., Streatham, S.W.16. Tel. Streatham 1414. [7948

1947 Hillman Minx 10hp de luxe saloon, black with brown interior, immaculate condition, good tyres, etc.; £399.—Miles Motors, 60, High St., Uxbridge. Uxbridge 125/2967. [C3070

1948 Hillman Minx drop head coupe, grey, beautifully maintained, reconditioned unit just fitted; £485.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0065. [C1065

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HILLMAN 10

£265!!!—Drop head foursome coupe Minx, late 1939, smart appearance with excellent cellulose, good tyres, sturdy, economical and reliable engine, outstanding value.

£595!!!—Phase IV Minx drop head foursome coupe 1951, finished in beige with red leather, a beautiful car, carefully and sparingly used since new. CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

£269.—1939 Hillman Minx 4-seater drop head saloon, immaculate condition, radio, etc.—G. P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Batt. 1107-8-9. [C2024

1953 Phase V Hillman Minx convertible, registered April/'53, claret, fawn upholstery and top, 3,000 miles, as new; £675.—Henry Gadsby, Auto, Engineers, Measham, Burton-on-Trent. Tel Measham 219. [7803

PRIDE & CLARKE, Ltd.—1953 (July) Hillman Ph. VI saloon, beige/red leather, heater, 1,500 miles, one owner, as new; £739; three months' guarantee; terms, exchanges, lists.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

645gns.—Hillman Minx, October, 1951, Phase V foursome drop head coupe, black, one careful owner, small mileage, spare unused, almost new condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

HILLMAN 14

1938 Hillman 14hp de luxe saloon, bench type front seat, full 6-seater, very good condition, new tyres, taxed year, ideal hire car; £245.—2a, Lindsey Rd., Bishops Stortford. Bishops Stortford 1638. [7889

Hillman Cars Wanted

CMTHE CAR MART, Ltd., wish to purchase Hillman cars.—150, Park Lane, W.1. Grosvenor 3434. [0871/R

RSROWLAND SMITH'S, The Car Buyers. Highest cash prices for Hillman.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

RROOTES, Ltd.

DISTRIBUTORS.

REQUIRE modern low-mileage Hillman cars.

BIRMINGHAM.—Lower Temple St. (Central 8411.)

MANCHESTER.—129, Deansgate. (Blackfriars 6677.)

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3252.)

ROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0108/R

PRIVATELY owned Minx.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

1949 50 Minx.—Gordon Mackintosh, 80, Kingsbury Rd., London, N.W.9. Col. 7542. [7827

WANTED, 1949-51 Hillman Minx saloon, low mileage, no dealers.—Particulars to Ison, 94, Ditton Fields, Cambridge. [W3053

BIRMINGHAM and Midlands.—Low mileage Hillman modern cars required by George Heath, Ltd., 180, 184, Newhall St., Birmingham and Lower Temple St., Birmingham, 2. [0068/R

NOTTINGHAMSHIRE distributors, Humber, Hillman, always prepared to purchase first-class condition recent models Hillman saloons and coupes.—R. Cripps & Co., Ltd., Parliament St., Nottingham. Tel. 46391. [0552/R

Hillman Spares and Service

NORMAND, Ltd.

THE best service ensures a longer car life.

BRING your car to 405-9, King St., W.6. Riv. 3665. [0233

LONDON & COUNTIES MOTOR MART, Ltd.

HILLMAN repair specialist (30 years), well-equipped works servicing, reboring and complete overhauls, spare parts stocked.—79-91, New King's Rd., Fulham, S.W.6. Renown 1183. [0676/R

CARRIS MOTORS for Hillman spares and service.—Lewisham Bridge, S.E.13. Lee Green 8585. [0720/R

BARKING.—For full stocks of spares and genuine service for Hillman owners come to Albon's Garage, Ltd., 105-7, Longbridge Rd., Barking. Tel. Ripplewy 1285. [0438/R

HOTCHKISS

METCALFE & MUNDY, Ltd.

1950 Hotchkiss Paris-Nice model 4-door saloon. Cotal gear box, low mileage, excellent condition; £925.—280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064

ACLAND & TABOR, Ltd., Welwyn By-Pass Herts. Welwyn 481-2-3, offer:—

1936 3¼-litre Hotchkiss Paris Nice saloon, finished black and brown, beige leather upholstery, very good order; £295. [C1001

GUY ALFREDS & Co., Ltd.—1940 Hotchkiss 10hp drop head foursome, superb order.—6-7, Warren St., W.1. Euston 5268. [C1005

1936 model Hotchkiss Paris/Nice saloon, 27hp, radio, taxed December, in good condition; £250.—91, Garratt Lane, Wandsworth, S.W.18. Battersea 5770. [C4062

HOTCHKISS

1938 Hotchkiss Paris Nice drop head coupe, genuine 35,000 miles; £495.—Clayton's Cars (London), Ltd., 357, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050

H.R.G.

L. F. WARD, Ltd.

1949 H.R.G. 1500 sports 2-seater, in perfect condition.

L. F. WARD, Ltd., Hanover Court Rd., Hanover St., London, W.1. Tel. Mayfair 0146. [C4045

1947 1½-litre H.R.G., aerodynamic body, engine recently reconditioned, an extremely attractive car, exceptionally fast; £425.—Peter Bantock Car Sales, 104, High Rd., Chiswick, W.4. Chiswick 2725/5870. [C1014

465gns.—H.R.G. 1948 1½-litre sports 2-seater, British racing green, green leather, carefully used, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

H.R.G. Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for H.R.G.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

H.R.G. Spares and Service

CHARLES FOLLETT, Ltd., have a large stock of spares.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts.

SERVICE, Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0594/R

HUDSON

DICKS.

1939 saloon, 17hp, steering column change, excellent condition; £295.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [C1072

1938 saloon 16.9hp, 84,000 miles; £220.—Surgeoner, 27, Stratton Rd., Beaconsfield. Tel. 118. [7988

1939 Hudson 17hp touring saloon de luxe, 25,000 miles, radio, taxed, all new tyres, black; £275.—Welham, Surbiton Hill Rd., Surbiton. Elmbridge 1875. [0962/R

RHD Hudson Commodore Eight, reg. 1950, 4-door saloon, radio, new white wall tyres, tartan covers; £825.—16, Holiday Rd., Erdington, Birmingham. [7775

£365!!!—16.9hp Hudson drop head foursome coupe 1939, quite one of the best of this scarce series we have handled, whole appearance and condition quite up to post-war standard, with steering column gear change, built-in heater, excellent radio, rimbellishers, modern radiator treatment, excellent coachwork and chrome and mechanical condition in keeping with appearance, very economical to run.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1055

Hudson Spares and Service

MANCHESTER.—Hudson spares and repairers.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [0861/R

MANCHESTER.—Distributors of Hudson cars; large stocks of spares; repairs and overhauls.—Ardwick 4361/7.

WILLIAM ARNOLD, Ltd., Upper Brook St., Manchester, 13. [0516/R

SPIKINS (TWICKENHAM), Ltd., the Hudson distributors for Hudson reconditioned engines; spares and service; quote chassis number.—83-101, Heath Rd., Twickenham. Tel. Popesgrove 1055-6-7. Telegrams: Spikins, Twickenham. [0568/R

HUMBER

CAR MART, Ltd.

1952 Humber Super Snipe saloon, radio, heater, 11,000 miles; £950.

1950 Humber Pullman limousine, radio, heater, 34,000 miles; £1,050.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [C1039

ROUNDABOUT offer:—

1951 (October) Humber Imperial 8-seater saloon, in black, cost new £1,977; this car is as new, having a genuine recorded mileage of 7,500 miles only; price £975.

ROUNDABOUT GARAGE, Western Ave., Greenford, Middx. Waxlow 1071-5. [C5058

TOM GARNER, Ltd., offer:—

1953 series Humber Hawk Mark V saloon (current model), green with beige leather, heater, radio, many extras; £985.

1952 Humber Super Snipe Mark III saloon, satin bronze with red leather, heater, 12,000 miles; £995.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C5020

SWANMORE GARAGE offer:—

1953 Humber Super Snipe (newest type), nylon loose covers, extras; accept £1,385; exchanges and terms.

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43344. [C1024

B. J. HUNTER, Ltd., offer:—

1950 Humber Super Snipe saloon, really in superb condition; £625.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

H. A. SAUNDERS, Ltd., offer:—

1952 Humber Super Snipe saloon, black with red upholstery, heater, recorded mileage: 9,560; £1,095.

1952 Humber Super Snipe touring limousine, black with beige upholstery, heater, recorded mileage: 11,880; £1,095.

836—842, High Rd., N.12. Hillside 5272 (3 lines). [C2027

HUMBER

BRADSTOCK MOTORS offer:—

£465.—1948 Humber Hawk saloon, black, new engine recently fitted, small total mileage, in excellent condition throughout; terms, exchanges.—Bradstock Motors, Chase Rd., Epsom. Tel. Epsom 653. [8018

WARWICK WRIGHT, Ltd., offer:—

1952 and 1953 Humber Hawk saloons, many fitted radio, heater, all low mileage; from £495.

1953 series Humber Super Snipe saloon, steel grey, 8,000 miles, £1,295; another, in sapphire blue with fawn leather, similar mileage.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

GUY SALMON AUTOMOBILES, offer:—

1952 Humber Super Snipe Mark IV saloon, overhead valves, radio and heater, immaculate, unique opportunity to purchase latest model at a saving of approximately £400; £1,175.

1951 Humber Super Snipe saloon, satin bronze, brown leather, radio, 12,000 miles from new, faultless condition throughout; £645.

1948 (Nov.) Humber Hawk, fitted heater, demister, Pye radio, in exceptional condition, tyres as new, maintained by fastidious owner; £575.

1947 Humber Super Snipe saloon, a perfectly kept car, original paintwork, in practically unmarked condition, £475.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

PHŒNIX MOTOR Co. (SURREY), Ltd., offer:—

SAVE over £100!!!

1953 (Apr.) Humber Hawk, black, red, 5,500 miles, H.M.V. radio, heater, badge bar, Lucas Flamethrower and wing mirrors, taxed 1953; for £995.

PHŒNIX MOTOR COMPANY (SURREY), LIMITED, Sutton, Surrey. Vigilant 1121. [C3044

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:—

ROOTES Group Dealers.

1950 series Humber Super Snipe, metallic grey; this car is in immaculate condition throughout, one owner, nominal mileage; £675.

1950 Humber Hawk saloon, bronze, red upholstery, heater, really immaculate condition; £655; p/e and h.p. facilities.

MARLBOROUGH Works, Kenton. Tel. Wordsworth 7805 (3 lines). [C1008

1953 August Humber Hawk, 100 miles.—Weybridge 600. [C4023

£625.—Humber Super Snipe, black, in excellent condition.

HALLS (FINCHLEY), Ltd., Odeon Parade, North Finchley, London, N.12. Tel. Hillside 1044. [7601

NAYLOR & ROOT.—1951 Humber Hawk, steel grey, sun roof and heater; £725.

1950 Humber Hawk, black, brown hide, radio, heater; £715.

1950 Humber Hawk, black, brown, sun roof, heater; £695.

1946 Humber Hawk, blue, brown, sun roof; £425; written guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

1951 Humber Imperial saloon, immaculate, grey, heater; £1,075.—Bates, Appledore 325, Kent. [7065

1951 (Mar.) Humber Super Snipe, black, almost as new; £675.—Bec, 6977. [7755

1949 Humber Super Snipe, grey, grey leather; £575.—Odeon Motors, Ltd., Barnet 4100. [C3028

HUMBER Hawk saloon, Nov., 1948; £475.—21, Shaftesbury Ave., Kenton, Wordsworth 3245. [7802

HUMBER Super Snipe, registered December, 1951, low mileage, H.M.V. radio, one owner; £950.—Buckhurst 4515. [7995

1949 Super Snipe, grey, grey leather, heater, etc., whole car almost as new, licensed Dec.; £535.—Lawrence, She. 3567. [8007

1946 Humber Hawk saloon, one owner, exceptional throughout; £475.—Autowork, Ltd., Winchester. Tel. Winchester 4834. [C1010

1949 Super Snipe, black, heater, immaculate, one owner; £565.—Kirkwood Cars, 78, Streatham Hill, S.W.2. Tulse Hill 1288. [C2057

HUMBER 21 saloon, 1939 but 1949 condition, two owners from new, small mileage, £525; terms.—Autoships, 5, Balham High Rd., Balham 1509. [C1009

1946 Humber Super Snipe de luxe saloon, fitted radio, excellent condition; £595.—Jacquier, Ltd., 225-7, Hammersmith, W.6. Riverside 6677-8. [C2043

1952 (Oct.) Humber Snipe saloon, heater, 6,000 miles, one owner, immaculate cond., sub. to A.A. insp.; £1,000.—Gwennap's Garage, Stafford. Tel. 975. [7698

HUMBER Hawk 1950, 12,000 miles, two-tone green cellulose, beige leather upholstery; 645gns.—Carr Bros., The Soho Garage, Soho Sq., London, W.1. Ger. 1262. [C1041/1

HUMBER Hawk (June, 1948) a very beautiful car, chauffeur maintained; £485.—Blue Star Garage, 65, Fortune Green Rd., West Hampstead, N.W.6. Ham. 2211. [C4051

HUMBER 1958 Snipe Imperial coupe, excellent condition, only reason for sale owner going abroad; price £250.—L. D. Reeve, 44 Salisbury Rd., Norwich, Norfolk. [7779

WALTER SCOTT, Ltd.—1949 Humber Pullman limousine, black, 25,000 miles; £925.—59, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Pri. 5914. [C4006

£565.—Super Snipe Mark II, 1949, extremely smart and mechanically excellent.—Richards & Carr, 35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [C3045

1948 Humber Hawk, grey, excellent condition; £495.—Garage Service Co., Ltd., 1081, Finchley Rd., Temple Fortune, Golders Green, N.W.11. Speedwell 8692. [C2019

JACK ROSE, Ltd., offer: 1952 (August) Humber Super Snipe saloon, in black, 10,000 miles, one owner; cost £1,650, accept £945.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C3056

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HUMBER

HUMBER Pullman limousine, 1st reg. 1949, knife-edge styling, the ideal hire car, very smart appearance; 45mms.—Carr Bros. Garages, Ltd., High St., Purley, Surrey. Uplands 4812. [C1041

HUMBER Imperial saloon, black, 1939, radio and heater, loose covers, chauffeur maintained, mechanically 100% indistinguishable from new car; £575.—Campbell Symonds, Wembley 6262. [C1037

1952 (Sept.) Humber Super Snipe saloon, black/brown, seat covers, 7,000 miles, exceptional condition and value; £875.—M. Thomas (Motors), Ltd., Embankment Rd., Plymouth. Tel. 5005. [7721

1950 Humber Pullman limousine, chauffeur maintained, 36,000 miles, fitted heater, front and rear almost new tyres; £895.—Brew Bros., Ltd., 153, Old Brompton Rd., S.W.7. Tel. Fremantle 3333. [C1085

1952 Humber Pullman Estate Car, finished in natural wood and satin bronze, 4,000 miles only, the largest and most luxurious utility.—Taylor & Crawley, 46 Kensington Court, W.8. Western 6015. [C4056

1952 (June) Humber Super Snipe saloon, black/red, heater, loose covers, mileage 16,000, magnificent condition; £995; exchanges and deferred terms.—Smith Auto Co., Ltd., 145, London Rd., Croydon. Tel. 4600/4632. [8012

HEARSE Phase III (unregistered) 3-door, 6-Bearer Deluxe Coachwork, lavish equipment, exclusive design (ready service) competitive price, (brochure despatched). Alpe & Saunders, Providence Court, North Audley Street, Mayfair 2941. [C1006/1

£945!!!—Phase II new look Humber Pullman limousine, 1949 model, privately owned and serviced since new by the makers themselves, the whole car in vastly superior condition to the usual run, black coachwork practically unblemished, immaculate interior, twin heaters, fog and passlights, moderate total mileage.
CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

LIMOUSINE, 1947, Pullman, partition, forward occasionals, black, mileage 28,000, original private owner, £785.

LIMOUSINE, 1949 (new look) Pullman, black, partition, leather throughout, bargain, selection from £895.

LIMOUSINE 1950/51/52, partition, forward occasionals, leather throughout, radio, heater, small mileages, competitive prices. Alpe & Saunders, Providence Court, North Audley Street, Mayfair 2941. [C1006

Humber Cars Wanted

CMT THE CAR MART Ltd., wish to purchase Humber cars.—320, Euston Rd., N.W.1. Euston 1212. [0872/R

ROOTES, Ltd.,
DISTRIBUTORS,
REQUIRE modern low-mileage Humber cars.
BIRMINGHAM.—Lower Temple St. (Central 8411.)
ROCHESTER.—(Chatham 2231.)
WROTHAM Heath.—(Borough Green 4.)
MAIDSTONE.—(Maidstone 3333.)
MANCHESTER.—129, Deansgate. (Blackfriars 6677.)
CANTERBURY.—(Canterbury 5252.)
ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0106/R

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Humber.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

B. J. HUNTER, Ltd., offer:—
FOR immediate purchase of your Humber Super Snipe.
B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

HUMBER in good condition for cash.—Tel. Valentine 4674, after 6 p.m. [W2018

PRIVATELY.—Good condition Humber Snipe, 1948 preferred.—Box 0275. [7765

PRIVATELY owned Hawk.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2057

FULL value paid for Humber or similar.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

PULLMAN limousines wanted.—Particulars, mileage and price to Woodall Nicholson, Ltd., Well Lane, Halifax. Tel. 4231. [0530/R

BIRMINGHAM and Midlands.—Low-mileage Humber modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0086/R

CRIPPS, of Nottingham, urgently require all types of Humber cars, recent models; send full particulars.—R. Cripps & Co., Ltd., The Humber Distributors, Parliament St., Nottingham. Tel. 46381. [0553/R

7-PASSENGER 1946/48/50/52 Limousines and Imperial Saloons, also private 1938/39 Limousines required immediately, cash waiting. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006

Humber Spares and Service

DE NORMANVILLE gear boxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2931. [0780/R

THE Humber Specialists for all spares.—Ring Uplands 3657. See advt. under Parts & Accessories. [0398/R

INVICTA

BARTLETT.—Invicta Classic 100mph low-chassis 2-4-seater, rebuilt at cost of over £500; price £475.—27a, Pembridge Villas, W.11. [C1015

JAGUAR

HENLYS, Ltd.,
ENGLAND'S Largest Jaguar Distributors.
SELECTION of all models at attractive prices.
DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)
HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)
DEPOTS at:—
MANCHESTER (Blackfriars 7843).
BRISTOL (Bristol 21326).
BOURNEMOUTH (Bournemouth 6314).
NORTHAMPTON (Northampton 907).
CAMBERLEY (Camberley 77).
HOUNSLOW (Hounslow 3454).
FINCHLEY (Finchley 0081).
GREAT West Rd. (Ealing 5477). Official Jaguar Service Station.
CAMDEN TOWN SERVICE STATION (Gullivver 4141).
HENLYS, Ltd., England's Leading Motor Agents. [0027/R

SLOCOMBES, Ltd
XK120 choice of 2, both 1951, low mileage, £1,025 standard model; £1,125 with many extras, H.P. and part exchanges welcomed; existing H.P. accounts settled.
WE close at 7.50 p.m. (Saturdays 6 p.m.). Write call or telephone.—Slocombes, Ltd., 58-62, Dudden Hill Lane, N.W.10. Willesden 4869. [C4017

ELITE MOTORS, offer:—

£525.—Jaguar 3½-litre saloon, suede green, green leather interior, really clean, attractive car with terrific performance; a real bargain; yours for £190 deposit.
ELITE MOTORS, 951/961, Garratt Lane, Tooting Broadway. Tel. Balham 2474 (10 lines). [C2005

BRADSTOCK MOTORS offer:—

£995.—1951 (March) Jaguar XK120, black with beige and red leather, all modifications fitted, dual exhaust, high lift cams, lightened flywheel, etc., plastic hood, wing mirrors, blinkers, a specimen example of this famous car.

£545.—1948/9 Jaguar 3½-litre drop head coupe, black with brown hide, fitted heater, wing mirrors, in excellent condition throughout, a first-class example of this rare and desirable car; terms; exchanges.—Bradstock Motors, Chase Rd., Epsom. Tel. Epsom 633. [8017

CHARLES POLLETT, Ltd., offer:—

1952 Jaguar Mark VII sal., black, red leather, one owner, radio, screenwash, loose covers, exceptional condition throughout; £1,525.
18, Berkeley St., W.1. Mayfair 6266.

SERVICE Works & Stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

GUY SALMON AUTOMOBILES, offer:—

1952 Jaguar 3½-litre Mark VII saloon, one owner, low mileage; £1,495.

1951 Jaguar Mark V coupe, grey, 16,000 miles, immaculate condition; £1,195.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

1950 Mark V Jaguar, black, one owner; £825.

HALLS (FINCHLEY), Ltd., Odeon Parade, North Finchley, London, N.12. Tel. Hillside 1044. [7600

1953 Mark VII, black, 10,000 miles, radio; £1,590.—Below.

1951 XK120, black, perfect condition, not raced; £1,035.—Mansfield Autos, Ltd., Euston 2587. [C3001

!! Chipstead Motors, Ltd.—See our advertisement
** under "Sports Cars." [C1046

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, offer:—

1952 Jaguar Mark VII saloon, black, brown leather, radio heater, link mats, speedo reading 9,000 miles, superb order; £1,595. [C1001

1953 Jaguar Mk. VII, (July), 750 miles, black saloon; £1,775.—Box 0249. [7728

1953 (April) Jaguar Mark VII saloon, 5,000 miles, black, taxed year; £1,695.

RIPCO, Ltd. (Jaguars purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-4. [C5052

1952 (March) Jaguar Mark VII saloon, black, brown hide, small mileage, as new; £1,500.—Below.

1948 Jaguar 3½-litre d/h coupe, grey, good hood, very nice condition, guaranteed; £525.—Silverthorne Motors, Ltd., 46, Fitzroy St., W.1. Euston 7811. [C4011

BEARTS OF KINGSTON, Jaguar specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3348. [0081/R

£225.—1939 Jaguar 2½-litre saloon, very clean car; terms.—Autosnips, 5, Balham High Rd., Balham 1509. [C1009

1938 Jaguar 3½ saloon, guaranteed; £220, payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. [C5029

1947 Jaguar 3½-litre saloon, splendid condition; £545.—Autowork, Ltd., Winchester. Tel. Winchester 4854. [C1010

1953 Jaguar Mark VII saloon, 7,800 miles, one owner, grey with red leather, an absolutely immaculate car; £1,695.
W. J. BROWN, Ltd., established over 30 years.
339, Finchley Rd., N.W.3. Hampstead 4414. [C1025

JAGUAR

1952 Mark VII Jaguar, as new, radio, heater, one owner, green, 15,000; £1,495.—Central Garage, Tel. Croydon 7464. [8014

£545.—Jaguar 1½-litre 1946 saloon, very nice condition, particularly smart, v. g. tyres, small mileage, choice two; many others.
BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds Holland Park Tube.) Exchanges, h.p. [C1017

1953 Jaguar; £1,745, licensed, mileage 750, black/red, unexpected delivery, another.—Waller, Thain Bridge Terrace, Lowestoft 67. [7874

1952 Jaguar Mark VII, 8,000 miles, absolutely immaculate; £1,495.—Taylor & Crawley, 46, Kensington Court, W.8. Western 6015. [C4056

£795!!!—Magnificent Jaguar Mark V de luxe saloon, 1950 model but literally looks and runs like brand new, choice of two.—Below.

£535!!!—1948 Jaguar 3½-litre de luxe saloon, spotless condition, magnificent value for the money, choice of three.—Below.

£495!!!—1946 Jaguar 1½ saloon de luxe, in excellent condition, carefully used by late owner.—Below.

£265!!!—Immaculate and spotless 2½-litre Jaguar luxe saloon, far above average condition, 3 months' guarantee; hire purchase, exchanges.
LAMBS, Finchley Showrooms, 421-425, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1950 Mark V Jaguar, immaculate condition, black with fawn upholstery; £875.—E.F.S. Motors, Kingston-By-Pass, Esher. Tel. Emberbrook 3000. [C2004

475 gns.—Jaguar, 1947 3½-litre saloon, gunmetal, sliding head, heater, radio, excellent condition; terms, exchanges.—Rowland Smith, below.

195 gns.—Jaguar, November, 1937 2½-litre saloon, black, sliding head, very good condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1950 Mark V saloon, finished in gunmetal grey with red leather, radio, heater, etc., a one owner car; £845.—Robbins, East Putney. Tel. 4581. [C5010

1953 Jaguar Mk. VII saloon, heater, etc., 225 miles.—Green & Zonis, Ltd., 246/252, Deansgate, Manchester, 3. Tel. Deansgate 3325/6. [C2028

1951 XK120, in perfect condition, only wants seeing, owner will sell to first offer of £965.—Wadham Garages, Ltd., Weston-S.-Mare. Tel. 269. [7898

1952 Mark VII Jaguar, latest type H.M.V. radio, black and red, as new; 14,500 miles, snip; £1,375.—Alcock, Walley St., Biddulph, Stoke-on-Trent. [7975

1952 (July) Jaguar Mark VII saloon, mileage 12,000 only, one owner, colour grey with red upholstery, taxed, immaculate condition; £1,495.—Below.

1947 1½-litre Jaguar saloon, recently overhauled, colour black, Ace discs, taxed year; £495.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 5431-2. [C3011

1949 model Jaguar 1½-litre saloon, immaculate car, in original suede green finish, low mileage; £569.—Kirkdale Cars, 319a, Kirkdale, S.E.26. Sydenham 6129. [7953

1951 XK20, mileage 15,000, one owner, £700 spent on extras, colour dual black and primrose; £1,275.—Anthony Crook, Caterham Hill, Surrey. Tel. 22323. [C1065

1952 Mark VII black sal., brown leather, rad. blind screen washers, immaculate; £1,500.—Original owner "Highlands," Ash Martock (Tel. 3232), Somerset. [7686

1946 1½ special equipment, grey, red leather, heater, rebored, resprayed, new battery, immaculate; £475 or Morris Minor.—92, Coburg Rd., Dorchester. Tel. 1297. [7784

MK. VII Jaguar, registered new '52, grey with grey upholstery, fitted with heater, demister and Marchal fog lamps, as new, mileage 1,650.—Smith's Motors, Dovercourt, Essex. Tel. Harwich 700. [7908

XK120 December, 1951, one owner, 16,800, silver red, Regency covers, twin spots, new tyres, anti-rusted, no comps., used as second car, pleasure only; £965.—Tel. Ashley (Staffs) 284. [7668

JAGUAR 3½-litre late 1948 d/h coupe, excellent mechanical condition, black bodywork, beige upholstery; £195; terms.—Norman Autos, 354, London Rd., West Croydon. Tel. Thornton Heath 4657. [7929

JACK ROSE, Ltd., offer 1950 (June) Jaguar Mark V saloon in black and brown hide, exceptionally clean and carefully used, open to any examination; £865.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C3056

1948 1½-litre Jaguar SE saloon, lavender grey, delightful condition throughout, radio, taxed December; written guarantee; £595.—London Cars, 592-6, Greenford Rd., Greenford, Middx. Waxlow 2643. [C2057

ROSE & YOUNG, Ltd., offer: 1949 Jaguar Mark V saloon, immaculate condition, fitted radio, black; £765.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057

A MONTH-OLD XK120 Jaguar with super sports equipment including wire wheels; would part exchange, cash adjustment either way for a sports saloon of first-class make; mileage of Jaguar under 500.—Box 0313. [8016

JAGUAR XK120 (Dec., 1950), never raced, genuine mileage 30,000, one owner, chauffeur-maintained, heater, H.M.V. radio, windscreen jets, traffic indicators, puncture-proof tyres, demisters, seat covers; £900.—Box 0274. [7760

XK120 1951 delivered December, 1950, colour grey, taxed, spare unused, guaranteed mileage 6,700, one owner only; £1,095.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 5431-2. [C3011

1938 (June) Jaguar 2½-litre saloon, black/blue leather, reconditioned engine, exceptional condition throughout, 3 months' guarantee; £500.—K.L.M. Motors, Ltd., 101, Brighton Rd., Coulsdon, Surrey. Tel. Uplands 4841. [7919

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JAGUAR

MARK VII, 1952, heater, loose covers, screen washers, etc., 10,000 miles, immaculate condition, been maintained by Jaguar agent, guaranteed mechanically perfect, one owner; £1,595 or near offer.—Apply G. T. Belton, Esq., Tower Rd., Boston, Lincs. Tels. 2590 and 2690. [6791

XK120, 1951, one owner and driver, absolute faultless condition, radio, heater, spotlight, chrome luggage grid, several other extras including 5 part-worn tyres, never entered in competitions, recellulosed 1952, mileage 25,000; £1,100.—Seen Sparks, Oxted. Tel. 625 [7676

1950 Mark V Jaguar saloon, finished grey with grey leather upholstery, fitted heater, H.M.V. radio and 5 good tyres, with Goodyear unpuncturable inner tubes in exceptional condition, £900 or offer; insurance and h.p. terms arranged.—Wadham Bros., Ltd., Automobile House, Banister Rd., Soton. Tel. 2991—ext. 56. [7551

JAGUAR Mark VII saloon, first registered March, 1953, colour battleship grey with grey leather upholstery, fitted H.M.V. radio and link mats, mileage just under 8,000, condition as new, licensed end of year, nearest offer to £1,750 secures.—Martin Walter, Ltd., Folkestone. Tel. 3103. [7741

1953 XK120 fixed head coupe, right-hand drive, red leather, first registered July, 1953, high-compression engine, 2.7 back axle, 400 miles only; £2,250 (part exchange welcomed).—Clayton's Cars (London), Ltd., 357, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050

£460—1946 (October) Jaguar 1½-litre special equipment just been beautifully recellulosed black, the interior is upholstered in unblemished red leather, mechanically this car is in 1952 condition, recently fitted reconditioned engine and new rear axle, fitted twin chrome pass lamps, chrome Ace discs, heater and air conditioning, excellent tyres, taxed for the year; a most superb example; terms, exchanges.

MAIDSTONE ENGINEERING, Co., Cross St., Pendleton, Salford, 6, Manchester. Pen. 3457. [C3000

CAMDEN MOTORS for Jaguars.—1½-litre 14hp sports saloon, 1939, a specimen car, expertly maintained by enthusiast owner who has just taken delivery of new Mk. VII, engine reconditioned at Jaguar works Nov., 1952, and just decoked for first time after 8,000 miles, brakes, steering, suspension, etc., all that you would wish them to be, colour silver grey, several extras, Ace wheel discs, Lucas pass lights, Trumpet horns, etc.; £395.

CAMDEN MOTORS for Jaguars.—1½-litre 14hp sports saloon, 1940, identical in every respect to 1947 series, a car of most outstanding appearance, Jaguar green cellulose, positively immaculate and mechanical order in keeping; £395.

CAMDEN MOTORS for Jaguars.—1½-litre 14hp sports saloon, 1939 (June), excellent history, two owners only since new, stored 1940-1945, with moderate total mileage, original cellulose just a shade less bright than above, two examples; £365.

CAMDEN MOTORS for Jaguars.—1½-litre 14hp sports saloon, 1939, quite a nice car all round, good mechanically, well shod and carrying our usual written guarantee; £295.

CAMDEN MOTORS for Jaguars.—1½-litre 14hp sports saloons, June, 1946, fitted discs, good appearance, particularly the upholstery, which is very bright, steering, brakes and suspension now undergoing expert overhaul in our workshops; £450.

CAMDEN MOTORS for Jaguars.—1½-litre 14hp special equipment saloon, later registration than above and fitted nearly £100 worth of extra accessories not found on standard model, magnificent radio, built-in air conditioner and heater, long-range head lamps, dual pass lights and Mellowtone horns, exceptional order; £495.

CAMDEN MOTORS for Jaguars.—1½-litre 14hp sports saloon, 1947, Jaguar green with interior leather to match, purchased direct from original owner, coachwork entirely original, major engine overhaul earlier this year; £495.

CAMDEN MOTORS for Jaguars.—1½-litre 14hp sports saloon, 1949 model (4.12.48), in black with tan leather, moderate mileage and a nice car all round, £595; also a special equipment model with D.R.H. radio, heater, discs, etc.

CAMDEN MOTORS for Jaguars.—2½-litre sports saloon, late 1940, which has had nearly £300 spent on overhauls in order to keep the car in 100% condition, including complete mechanical reconditioning, carried out at Jaguar Cars, which cost the owner over £200, the schedules of work would fill a whole column of this paper and can be inspected at our showrooms; this is probably the finest example of its series in the country; £395.

CAMDEN MOTORS for Jaguars.—2½-litre sports saloon, 1938-9, fitted Smith's heater, fog and pass lights, etc., outstanding order; £295.

CAMDEN MOTORS for Jaguars.—2½-litre drop head foursome coupe, 1949 model, one of the very few right-hand drive post-war drop heads available, very good condition indeed with excellent hood and tyres, full special equipment, built-in heater and air conditioner; £595.

CAMDEN MOTORS for Jaguars.—3½-litre sports saloon, 1939, excellent chassis and engine, coachwork original and now undergoing complete respray in our own workshops; £295.

CAMDEN MOTORS for Jaguars.—3½-litre competition model 100 2-seater, 1938-9, very striking appearance in pastel blue with cream leather interior, reconditioned mechanically in August last year, full equipment, hood, tonneau cover, Aero screens, stone guards, badge bar, Windtones, pass lights, outstanding condition; £450.

CAMDEN MOTORS for Jaguars.—3½-litre sports saloon, 1947, attractively finished in bronze with red leather, reasonably moderate mileage; £495.

CAMDEN MOTORS for Jaguars.—3½-litre sports saloon, 1947, lower mileage and later registration than above, Motorolla radio, heater, loose seat covers, £545; also one in grey with similar extras but no radio at £525.

CAMDEN MOTORS for Jaguars.—3½-litre sports saloon, 1948, silver-grey with grey leather, expertly maintained, recent Rubbaseal underbody protection, engine just decoked, serviced and tuned; £575.

CAMDEN MOTORS for Jaguars.—Mark V saloon, 1950, fitted radio and heater, low mileage one-owner cars, choice of two, one 2½-litre one 3½-litre, from £845.

CAMDEN MOTORS for Jaguars.—Mark VII saloon, 1952 model, carefully used and in extremely good all-round condition, usual extras, seat covers, screen-wash, etc.; £1,595.

CAMDEN MOTORS, the Jaguar Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. [C1035

JAGUAR

1952 Jaguar Mark VII saloon, black, brown hide, radio, heater, Lifeguard tubes, owned by company director, maintained by Jaguar agents; part exchanges and H.P. arranged; £1,455.—Marston Motor Co., Ltd., Seven Sisters Rd., N.15. Sta. 8000. [7758

1950 Mark V Jaguar, black, one owner, splendid car, £825; with three months' written guarantee, free after-sale service; usual H.P. facilities.—Harold Simons, Ltd., Simons Corner, 597-601, High Rd., East Finchley, N.2. (Junction of North Circular and Gt. North Rd.) Three minutes trolley E. Finchley Tube. Finchley 0052/53. [C4065

Jaguar Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Jaguar cars.—150, Park Lane, W.1. Grosvenor 3454. [0873/R

R

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Jaguar.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted good condition post-war Jaguar car, offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [0254/R

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13

MAIN dealers, urgently require modern Jaguar cars.—Tel Palmers Green 3651-2-3 [W4002/R

JAGUAR wanted in good condition for cash.—Valentine 4674, after 6 p.m. [W2018

BARTLETT.—Jaguar XK120 urgently required.—27a, Pembridge Villas, W.11. [W1013

OFFER your Jaguar to Rudds, 65, Victoria Rd., Central Station, Worthing 4635. [6422

PRIVATELY owned Jaguar XK120.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

MARK V Jaguar wanted, low mileage, good price paid for car in specimen condition.

R. G. WIMBUSH, Ltd., 312, Earls Court Rd., London, S.W.5. Fremantle 8401. [W4056

XK120 wanted in good condition for cash.—Valentine 4674, after 6 p.m. [W2018

MARSTON MOTOR Co., Ltd., for your Jaguar.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0180/R

PERFORMANCE CARS urgently require Jaguars.—Great West Rd., Brentford, Middlesex, Ealing 8641. [W3041

PRIVATE owner in North West requires XK120 in good condition, preferably late 1950 or early 1951 model.—Box 0510. [7985

1946-49 1½-litre Jaguars urgently required.—London Cars, 592-6 Greenford Rd., Greenford, Middx. Waxlow 2645. [W2057

R. P. POWELL MOTORS, Ltd., East London area dealers.—Good used Jaguar cars required.—321, Romford Rd., Forest Gate, E.7. Maryland 4818. [0434/R

1953 small mileage Mark VII saloon wanted, not black, 8 to 1 compression; to exchange 1952 Mark VII, 9,000 miles, and cash.—1, Sewall Highway, Coventry. [7812

Jaguar Spares and Service

H

HENLYS, Ltd.,

ENGLAND'S Largest Jaguar Service Station.

GREAT West Rd., Brentford. (Ealing 5477).

SPARES and replacement engines for all models from 1938.

AND at Manchester, Cheetham Hill Rd., Deansgate 6216-7.

QUICK completion of repairs [0565/R

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13.

FULL stock of spares, Jaguar repairs and maintenance.—Service Station, Green Lanes, N.13. Palmers Green 3651-2-3. [S4002/R

PEERLESS MOTORS, Ltd., main dealers for Buckinghamshire.—Jaguar spares; replacement units and repairs facilities.—Bath Rd., Slough. Tel. 22594. [0430/R

R. P. POWELL MOTORS, Ltd., East London area dealers.—Full repair and spares service available.—321, Romford Rd., Forest Gate, E.7. Maryland 4818. [0435/R

LEONARD WILLIAMS & Co. (1940) Ltd., offer Jaguar service by factory trained personnel at Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 5400. [0526/R

LANCASHIRE specialised sales, repair and spare parts service, large stocks available.—Parkers, Ltd., Bradshawgate Bolton. Tel 4080 Deansgate, Manchester. Tel Deansgate 4507 [0591/R

WEMBLEY COURT MOTORS SERVICE STATION.—Comprehensive range of all Jaguar spares in stock; specialised service and maintenance for Jaguar cars.—Wembley Court Motors Service Station, Forty Avenue, Wembley. Arnold 1154-5. [0719/R

JEEP

JEEPS, private or commercial, all spares, return post.—Wick Autos, Hampton Wick, Kin. 4718. [0620/R

1952 (first reg.) Jeeps, all types; spares.—Davies & Groves 1-3, Dorset Close, N.W.1. Pad. 8345. [0619

£120 buys a special bargain.—See Metamet famous for 12 conversions.—98B, Belsize Lane, N.W.3. Hampstead 8231. [0527/R

UNREGISTERED Jeep, fitted new utility body, special offer; £245.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8 [C2045

JEEPS!!!—Several first-class Willys and Ford Jeeps for sale, also comprehensive stock of spares.—Autowork, Ltd., Winchester. Tel. 4834. [C1010

JEEPS.—Britain's leading Jeep specialists, all spares in stock; prompt despatch; rebuilt Jeeps, detachable bodies, utilities; 24-hour service.

MOTORCRAFT GARAGES, Station Approach, Gunnersbury, W.4. Chiswick 5013/0621. [0241/R

JEEP

REBUILT Jeeps (full guarantee equivalent to a maker's), own vehicle taken part exchange, H.P. terms available.—Mansell & Fisher (See Jeep Spares below). [C5066

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd.—Jeep spare parts, home and export; all spares stocked, exchange plan engine, gear box, water pump, etc., new hoods, gasket sets, brake linings, etc., etc.—551-555, High Rd., Chiswick, London, W.4. Chiswick 1919 [0055/R

Jeeps Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash price for Jeep.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Jeep Spares and Service

JEEP Service Station, overhauls, repairs, all Jeep spares available, exchange plan all units.—Mansell & Fisher, 20, Cadogan Lane, London, S.W.1. Sloane 5765, 4752, 4758. [S5066

JENSEN

BROOKLANDS: Individuality, new and used cars

NEW Jensen Interceptor saloon available.

BUY or sell your car at

103, New Bond St., London, W.1. Mayfair 6551-6. [C1029

JOWETT

W

M

WELBECK MOTORS, Ltd., Jowett enthusiasts specialists and largest stockists in the country.

WE offer the finest used Jowetts in the country. Every Jowett we sell is covered by our unique no-condition, no-reservation, 3-month guarantee, under which any defect is made good free of all charge.

THIS week we offer the finest Jupiter in the country, its appearance and performance are quite fantastic; the car was originally delivered in 1952 (total mileage under 12,000), but in April, 1953, the makers incorporated all 1953 modifications at a cost of £122 (including of course latest engine) and since then the car has covered 3,000 miles; the car has been passed by the makers as in new condition; approximately £200 worth of extras are fitted, including detachable hard top of the most expensive type, radio, spot lamps, stone guards, NZ41 brake linings, screen washers, 2-colour scheme, etc.; we offer the car at £685, no offers; documented history and sheets are all open to inspection.

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 5991 (6 lines). [C4049

C. of P.

CLARKE'S OF PIRBRIGHT.

THE Jowett centre of the south.

DISTRIBUTORS.

NEW and used Javelins.

DELIVERY from stock:—

1952 Javelin saloon, dark green, fitted windscreen washer, twin spot lamps and heater, 12,000 miles; £650.

ALL used Javelins are reconditioned.

DAY and night service in Guildford, Woking and Aldershot area.

SALES staff available at all times.

PIRBRIGHT, Surrey.

BROOKWOOD 2201-2. [C1049

NEWNHAMS, Ltd.

1951 Jowett Javelin de luxe saloon, green, one owner, £675.

NEWNHAM House, 255-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [C5024

B. J. HUNTER, Ltd., offer:—

1953 Jowett Jupiter coupe, unregistered, works mileage, shop soiled; bargain; £895.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

F. FAIRMAN & SONS, Ltd., East Surrey distributors.

1953 Jupiter Mk. I, scarlet, unregistered, shop soiled, bargain £900; also new Javelin de luxe saloons in stock; complete spares stocks.—Horley, Surrey. Tel. Horley 17. [0961/R

1951 Javelin de luxe saloon, one owner, immaculate; £725

1938 Jowett 8 saloon, engine not yet run in, superb condition; £225.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston. Kin. 2241. [C4053

1952 Jowett Jupiter, 14,000 miles; £690, or exchange Riley.—54, Bentinck Ave., Blackpool. Tel. S.S. 41980. [7851

OWNER offers Red Jupiter, regd. December, 1951, excellent order, several extras; £650.—Speedwell 4904, 8 a.m. to 9 a.m. [7549

GODFREYS, Ltd., Jowett main agents, specialised Jowett service, spares, repairs and new and used sales; factory trained mechanics.

GODFREYS, Ltd., 228-234, London Rd., Croydon. Cro. 5611-2. [0465/R

JOWETT and Javelin agents, spares and specialised service.—Colliver-Fisher, Ltd., Northwood, Middx. Tel. 777 (4 lines). [0422/R

JUPITER, 1952, 12,000 miles, red, excellent throughout; £695.—Richards & Carr, 55, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [C5045

1950 Javelin de luxe, special high-performance new engine, radio, heater, loose covers, louvred wheels, many extras, genuinely above average, nearest £625.—Tel. Addiscombe 6533. [7858

COOTER & GREEN, Jowett Main Agents.—Javelin and Bradford spares and repairs, sales and service.—Eden Park Garage, 485, Upper Elmers End Rd., Beckenham, Kent. Tel. Beckenham 2565. [0502/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JOWETT

1952 Jowett Jupiter Special Sports; £750.—Smith and Munter, Ltd., 576, Kensington High St., London, W.14. Tel Western 2512. [C4019

1951 (Oct.) Javelin de luxe, maroon, radio, showroom condition throughout; £675.—Buntings Motor Exchange, Harrow. Tel. 6225/6. [7912

1953 (delivered Dec., 1952) Jowett Javelin saloon, latest type, gunmetal grey, red leather, several extras, unmarked condition; £765; many others; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bayswater 4274 [C4055

1952 Jowett Javelin de luxe saloon, fitted with heater and H.M.V. radio model 4200, 11,000 miles, one owner, as new throughout; part exchange, deferred terms; open day and night.—Shaw Motors, Ltd., 666-678, Garratt Lane, London, S.W.17. Wim. 3051-2-5. [C4008

1952 8,000 miles, £695, Javelin saloon, black, heater; three months' written guarantee; free after-sale service; usual h.p. facilities.—Harold Simons, Ltd., Simons Corner, 397-401, High Rd., East Finchley, N.2. (Junction of North Circular and Gt. North Road.) Three minutes Trolley E. Finchley tube. Finchley 0052-55. [C4065

Jowett Cars Wanted

CMT THE CAR MART, Ltd., wish to purchase Jowett cars. —520, Euston Rd., N.W.1. Euston 1212. [0874/R

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Jowett.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

WM WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1. Welbeck 5991, largest Jowett stockists in the country, would very much like to buy your Javelin or Jupiter if it is quite perfect and exceptional for its year; we particularly need a 1953 Javelin de luxe saloon, and will pay a most exceptional price for such a car. [W4049

B J. HUNTER, Ltd., offer:—

F OR immediate purchase of your Jowett.

B J. HUNTER, 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [W2040

J AVELIN in good condition for cash.—Tel. Valentine 2098 or 4674, after 6 p.m. [W2018

F ULL value paid for Jowett or similar.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

J AVELIN and Jupiter wanted.—Richards & Carr, 59, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [W5045

E XCHANGE Sunbeam-Talbot 80 1950 saloon, wireless, heater, 30-35mpg, for best Jupiter.—Details, McMahon, R.M.Y.C., Sandbanks. [7767

Jowett Spares and Service

M ILESTONE (SERVICE GARAGE), Ltd., main agents, Jowett Javelin, Bradford vans and trucks. **L** ARGEST stock spares in Southern England; immediate despatch, trade or private.—Tel. Erith 2469/2629, 308, Erith Rd., Bexleyheath. [0571/R

C OLLIVER-FISHER, Ltd., unsurpassed service, spares and replacement units.—Northwood, Middx. Tel. 777 (4 lines). [0009/R

K INGSTON-ON-THAMES.—Distributors for Jowett, all facilities available.—G. W. Wilkin, Ltd., 1, Weston Park and 84, Eden St., Kingston. Kin. 2261-2. [S4055/R

B UNTINGS MOTOR EXCHANGE offer unrivalled service of spares and repairs for Jowett Javelins, Bradford and pre-war Jowetts.—Bonnersfield Lane, Harrow. Tel. 6225-6. [0075/R

A V. MOTORS, Ltd., Park Rd., Teddington, Middlesex. Tel. Kingston 0710.—The Jowett specialists and area agents, over 28 years' Jowett experience; spares and service. [0759/R

M OTORING to London? Bring your Jowett to the West End service centre for "Energol B.P. Lubrication," repairs, spares.—Wimbush's (Estd. 1760), Headfort Place, Hyde Park Corner, S.W.1. Sloane 0151. [0167/R

KAISER

1952 model Kaiser Henry J, 9,000 miles, overdrive, covers, 26 mpg, immaculate; £875.—Sidney Marcus, Ltd., 35, Sloane St., S.W.1. Tel. Sloane 3557. [C5006

LAGONDA

G UY SALMON AUTOMOBILES offer:—

1953 (June) Lagonda 2.6-litre Tickford drop head coupe, Vantage engine, H.M.V. radio, rev counter, Ace Rimbellishers, screen washers, 1,250 miles; £2,950.—Portsmouth Road, Thames Ditton. Emperor/ok 5551-2-3. [C4001

B ROOKLANDS: Lagonda distributors, latest models.

1952 Lagonda 2.6-litre saloon, 13,000 miles.

1951 Lagonda 2.6-litre coupe, immaculate.

1950 Lagonda 2.6-litre saloon, small mileage.

B UY or sell your car at

103 A Bond St., London, W.1. Mayfair 8351-6. [C1029

!! Chipstead Motors, Ltd.—See our advertisement **••** under "Sports Cars." [C1046

P ERFORMANCE CARS, good selection, always available, written guarantee.—See under "Sports Cars." [C3041/R

LG6 drop head coupe, one of the last models made, in really immaculate condition; £1,150.—Box 6210. [7678

1933 Lagonda 6-cylinder, good condition; £195 or near offer.—3, Cambridge Terrace Mews, N.W.1. Wel. 2130. [7822

L AGONDA late 1936 4½-litre L.G.45 d.h. coupe, in first-class order throughout; £325.—Caudwell, Wootton, Boars Hill, Oxford. [7835

R APIER, 1935, 4-seater tourer, good hood and side screens, well shod, taxed Dec., £175.—Six Hills Garage, Fosse Way, Leics. Tel. Melton Mowbray 533. [7995

LAGONDA

D AVIES MOTORS, Ltd. (managing director, J. E. Davies, 20 years service manager to Lagonda, Ltd.).

1935 3½-litre 4-door sports saloon, very good coachwork and mechanical condition throughout. [C4036

1937 4½-litre LG45 sports saloon, 4,000 miles since complete engine and chassis overhaul and coachwork recellulose.

1938 4½-litre LG6 drop head coupe, engine now being rebored and car comprehensively checked.

1951 series 2.6 sports saloon, one owner, recellulosed black, radio, heater, screen washers, Ace rimbellishers, serviced entirely by manufacturers.

F URTHER particulars of these and other models now in course of preparation available on request; any make taken in part exchange.

W E shall be pleased to send a fully qualified engineer to test your car and discuss minor or major overhauls.

D AVIES MOTORS, Ltd., 237, London Rd., Staines. Tel. Staines 4211-2-3-4-5 or (private) Walton-on-Thames 1562. [C10880

1938 Lagonda V.12 short chassis saloon, recent complete works overhaul, all latest modifications; £795.—Taylor and Crawley, 46, Kensington Court, W.8. Western 6015. [C4036

£330—1935 Lagonda 3½-litre saloon, superb condition, chauffeur maintained, 19 m.p.g., pint oil every 1,000 miles; second owner returning abroad; offers.—Old Beams, Castle Camps, Cambs. [7951

1940 (July) Lagonda 4½-litre sports saloon, black, fawn leather, many extras, all new tyres, recently overhauled, superb condition; photograph on application.—43, North Rd., Brighton, 25050. [7885

£333!!!—1935 series Lagonda 4½-litre de luxe sports saloon, one of those rare and beautiful motor cars, impeccably maintained in thoroughbred condition, open the doors, look inside, it's like brand new, drive it, it's magnificent; this is the finest specimen we have ever had; 3 months' guarantee; hire purchase, exchanges.

L AMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

Lagonda Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lagondas.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

P ERFORMANCE CARS urgently require Lagondas.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W5041

Lagonda Spares and Service

D AVIES MOTORS, Ltd. (managing director J. E. Davies, 20 years' service manager to Lagonda, Ltd.) for all forms of Lagonda repair and maintenance —no matter what its type we can offer specialised service.

273 London Rd., Staines. Tel. Staines 4211-2-3-4-5. We are open on Saturday mornings. [S1060

LAGO-TALBOT

!! Chipstead Motors, Ltd.—See our advertisement **••** under Sports Cars. [C1046

LANCHESTER

S TRATSTONE, Ltd., Lanchester distributors.

L ANCHESTER 14hp saloon (1953), black with brown leather, 5,000 miles only; £1,150.

S TRATSTONE, 40, Berkeley St., W.1. (Mayfair 4404.) Service: 7, Hertrand St., Russell Sq., W.C.1. (Terminus 7464.) [C4022

£275—Lanchester 14 Roadrider, 1939-40, black, in excellent condition throughout.

M AIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6, Manchester. Pen. 3457. [C5000

G UY ALFREDS & Co., Ltd.—1949 Lanchester 11, superb order.—6-7, Warren St., W.1. Euston 3268. [C1005

1937 Lanchester 14 Roadrider sportsman saloon, guaranteed; £175.—Oldfield, 386, Kensington High St., W.14. Wes. 6651. [C3029

R OYS offer:—1939 Lanchester 11 saloon, good; £235; H.P. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (Near Camden Town Tube Station.) Euston 2700 and 8894. [C3059

L ANCHESTER 14, 1937, completely recellulosed, mechanically good, a quality car in specimen condition; 215gns.—Carr Bros., The Soho Garage, Soho Sq., London, W.1. Ger. 1262. [C1041

£350—1939 model Lanchester Roadrider 4-door saloon, engine recently overhauled one owner, very carefully used; terms, exchanges.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. [C2031

Lanchester Cars Wanted

C ASS'S MOTOR MART require carefully used Lanchester.—5, Warren St., W.1. Euston 4110. [W1040

R OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lanchester.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

L ANCHESTER cars wanted in part exchange for new models; write or 'phone Ralph Clews, at the old-established Lanchester Agents, Coventry Motor Mart, Ltd., Coventry 2146. [0445

Lanchester Spares and Service

A RCOT ENGINEERING, Ltd.—Preselected gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0237/R

A LLEN'S, Victoria Rise, Clapham, S.W.4. Lanchester and Daimler appointed agents and specialists for spares, repairs, etc.—Tel. Macaulay 6252-4 and 4199. [0642/R

LANCIA

M AIDSTONE ENGINEERING Co.

T HE Northern Lancia specialists, offer:—

C HOICE of two Lancia Aprilias from £475.

M AIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6, Manchester. Pen. 3457. [C3000

L ANCIA Dilambda saloon, Weymann, black, exceptional condition throughout; £250, to be seen by appointment.—12, Weymouth Mews, London, W.1. Langham 1991. [7016

LANCIA

J OHN S. TRUSCOTT, Ltd., for Lancia.

A LSO many other makes.

173 Westbourne Grove, W.11. Bayswater 4274. [C4035

L ANCIA Aprilia 1937 standard saloon, good condition, 80 mph, 51 mpg; £370 o.n.o.—Box 0509. [7977

1939 Lancia Aprilia 4-light saloon, aluminium body by Ranalagh, in excellent condition, black cellulose with bottle-green hide upholstery, very smart comfortable car, photograph available; price £425.—Whiting, Little Horton House, Horton, Northampton. [7738

1939 Lancia Aprilia, immaculate powder blue, new interior, trim bodywork, sound throughout, rear suspension, gear box, etc., recently overhauled by Lancia, Marchal lamps, Phillips radio, etc.; £530.—Lt./Cdr. Sproule, R.N. Air Station, Gosport, Hants (89146). [7696

Lancia Cars Wanted

P ERFORMANCE CARS urgently require Lancias.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W5041

R OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lancia.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

K EVILL, DAVIES & MARCH, Ltd., will buy second-hand Lancia Aprilias.—41-42, Hays Mews, Berkeley Sq., W.1. Gros. 2563. [W2054/R

L ANCIA.—John S. Truscott, Ltd., urgently require good examples; highest prices for cash or exchange. —173, Westbourne Grove, W.11. Bay. 4274. [W4055

Lancia Spares and Service

L ANCIA (ENGLAND), Ltd.—English branch and sole representative of the famous Italian company, all servicing and repair work, reconditioning, etc., carried out by our own staff of specialised mechanics, genuine Lancia factory-made spare parts available and supplied at short notice.—For information regarding general service reconditioning, technical data, etc., apply Lancia Works, Alperton, Wembley. (Perivale 5656.) [0520/R

LEA-FRANCIS

B J. HUNTER, Ltd., offer:—

1948 Lea-Francis 14hp saloon, showroom condition throughout; £495.

B J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

C HARLES POLLETT, Ltd., sole distributors Lea-Francis London & Home Counties, offer the following:—

1951 Lea-Francis 14hp sal., black, one owner, 28,000 miles, completely serviced and guaranteed; £665.

1950 Lea-Francis 2½-litre streamlined sal., black, sunroof, special red leather, heater, radio, screenwash, Ace rimbellishers, complete overhaul in our service station 5,000 miles ago; £1,025.

1950 2½-litre sports 2-4-seater, 24,000 miles only, fitted high-compression pistons, telecontrol shock absorbers, terrific performance, colour gunmetal, wind-up windows; £825.

1949 Lea-Francis 14hp streamlined sal., black, 37,000 miles, serviced and guaranteed; £825.

I MMEDIATE delivery of new Lea-Francis 14hp sal., special colour black and silver grey, heater and demister, one only, at new list price; £1,261/19/2 including p. tax.

18 Berkeley St., W.1. Mayfair 6266.

S ERVICE Works & Stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

1948 Lea-Francis saloon, one owner, exceptional condition; £565.—Autowork, Ltd., Winchester. Tel. Winchester 4834. [C1010

1951 (Mar.) Lea-Francis sports 4-seater tourer by Westland, red/brown leather, one owner, 21,000 miles, many extras, as new; £855.

H A. SAUNDERS, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [C4040

1950 (June) Lea-Francis utility, brown with natural wood varnish body; £450; part exchanges.—Noel Bell, Putney Vale (next to K.L.G. Works). Putney 7851. [8001

1951 14hp saloon, one owner, completely overhauled, including rebore and resleeve, really mint condition; £775.—Alexander Engineering Co., Ltd., Huddenham 345, Bucks. [7704

L EA-FRANCIS 1948 light saloon, reconditioned engine (4,100 miles only), exceptionally fine mechanical condition giving first-class performance, immaculate appearance, built-in heater, taxed to 1954; seen by appointment.—Brundrit, Masham, Nr. Ripon, Yorks. Masham 249. [7674

695 gns.—Lea-Francis 1949 14hp Mark V streamlined sports saloon, black, fawn leather, built-in headlamps, I.P.S., radio carefully used, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Lea-Francis Cars Wanted

B J. HUNTER, Ltd.,

F OR IMMEDIATE purchase of your Lea-Francis.

B J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Gladstone 6303. [W2040

R OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lea-Francis.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

C HARLES POLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties are always glad to hear from Lea-Francis owners.

S HOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

O FFICIAL Lea-Francis London Service Station, Works and Stores:—

B ARNSDALE Yard off Elgin Avenue, W. 9. Tel. Cunningham 5936-7. [0595/R

Lea-Francis Spares and Service

C HARLES POLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners.

S HOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

O FFICIAL Lea-Francis London Service Station, Works and Stores:—

B ARNSDALE Yard, off Elgin Avenue, W. 9. Tel. Cunningham 5936-7. [0595/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Lea-Francis Spares and Service

LEA-FRANCIS CARS, Ltd.

SPARES and service for all models from the manufacturers.—Head Office and Works: Much Park St., Coventry. Tel. 60204-5-6. [0392/R

LINCOLN

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K. —Lincoln Cars, Ltd., Gt. West Rd., Brentford. Tel. Ealing 4506-9. [0747/R

LINCOLN-ZEPHYR

1939 Lincoln-Zephyr 36hp all-weather saloon; this car has been overhauled in 1952 at a cost of over £450, bills available, exceptionally fine condition: £350.—Noel Roscoe, High Rd., Byfleet. Tel. 270. [7925

MERCEDES-BENZ

MERCEDES-BENZ (GT. BRITAIN), Ltd., offer:—

1935 Type 290 23hp 4-5-seater cabriolet, right-hand steering, blue with grey leather; £375.

1937 Type 540K cabriolet B, right-hand steering, black with beige leather, in exceptional condition throughout; also one only type 170V 14hp 4-door saloon, left-hand steering, light metallic blue, beige leather, maroon loose covers fitted.—Victoria 8715. [C3005

Mercedes-Benz Spares and Service

MERCEDES-BENZ (GREAT BRITAIN), Ltd. Sales Service and Spares, 111, Grosvenor Rd., S.W.1. Victoria 8715-6. Night Service: Victoria 3144. [4735

MERCURY

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K. —Lincoln Cars, Ltd., Gt. West Rd., Brentford. Tel. Ealing 4506-9. [0748/R

£575.—Post-war Mercury de luxe saloon R.H.D. (registered 1948) 6-seater, radio and heater, traffic winkers, abundance of chrome, a magnificent car; exchanges, terms.—Palmers, 4, Russell Gardens Mews, Kensington, W.14. Park 9704. [C3034

M.G.

PC PERFORMANCE CARS.

LARGE selection of M.G. cars, thoroughly checked over in our workshops and guaranteed for 3 months; clients travelling long distances to see our M.G.s are always sure of a comprehensive stock, not just one car which might prove unsuitable.

M.G. T.C. 2-seater roadster, 1949, £495; M.G. T.C. 2-seater roadster, 1948, £465.

M.G. T.C. 2-seater, 1947, £395; M.G. T.C. 2-seater, 1946, £395.

M.G. T.A. 10hp Tickford coupe, 1939, £295; M.G. T.A. 10hp 2-seater, 1937, £275.

M.G. T.A. 10hp 2-seater, 1938, £295; M.G. P.B. 9hp Airline coupe, 1936 £245.

M.G. s/c P.B. 2-seater, ex-Harewood, £325; M.G. P.B. 9hp 2-seater, 1935, £245.

M.G. P.A. 8hp 2-seaters, choice of 2 from £215; M.G. J2 8hp 2-seater, 1933, £165.

M.G. 1½-litre V.A. d/h foursome, 1939, £325; M.G. 1½-litre V.A. sports saloon, 1937, £265.

M.G. 2-litre 18hp tourer, 1936, £225; M.G. 2-litre 18hp sports saloon, 1938, £245.

M.G. 2.6-litre sports saloon, 1939, £365; M.G. 2-litre 18hp drop head coupe, 1938, £245.

PERFORMANCE CARS, Windmill Garage, Great West Rd., Brentford, Middlesex (Ealing 8841), or 107, New Cavendish St., Great Portland St., W.1 (Museum 8291.) [C3041

DICKS.

1948 M.G. TC sports 2-seater, very attractive and fast car, £395.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6868-9. [C1072

CAR MART, Ltd.

1952 M.G. T.D., 15,000 miles; £645.—Car Mart, Ltd., 130, Park Lane, W.1. Grosvenor 5434. [C1039

ELITE MOTORS offer:—

£395.—M.G. T.C. 1947 model 2-seater, smart, black, green leather interior, excellent performance; yours for £132 deposit.

£239.—M.G. P.A. 2-seater in British racing green, excellent all-weather equipment, excellent performance; yours for £60 deposit.

ELITE MOTORS, 951-961, Garratt Lane, Tooting Broadway. Tel. Balham 2474 (10 lines). [C2005

H. BEART & Co., Ltd., offer:—

1953 (new) M.G. T.D. 2-seater for immediate delivery.—102, London Rd., Kingston-on-Thames. Tel. 3546. [C1081

GLANFIELD LAWRENCE offer:—

1951 M.G. 1¼ saloon, one owner, 23,000 miles, maroon, excellent throughout; £675.

1949 (August) M.G. T.C. sports, ivory/green, 25,000 miles, exceptional condition throughout; £485.—407, High Rd., N.12. Finchley 0091. [C2055

PARADE MOTORS (MITCHAM), Ltd., offer:—

1949 M.G. TC, full tonneau cover, luggage grid, host of extras (impossible to list, taxed; £450.

1946 M.G. TC, black, Jumbo tyres all round, bumper bars front and rear, twin tone horns, "Flamethrower" spotlight, taxed; £390.

1939 M.G. VA 12hp 4-door saloon, immaculate throughout; £365.

1939 M.G. TB, black and beige; £299.

1930 M.G. M-type 2-seater, red and cream; £85.

PARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade, Mitcham. Tel. Mitcham 3392. [C3056

H. M. BENTLEY & PARTNERS, Ltd., offer:—

1951 1¼-litre saloon, one owner, 19,000 miles; £675.

9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [C1018

M.G. N.A.-Magnette for sale.—11, Gloucester Place, Folkestone, Kent. [7811

M.G.

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

£250 or near offer, beautiful M.G. T.A. sports 2-seater.—Caterham 3543. [7771

£295!!! 1938 M.G. 18hp sports saloon, magnificent bodywork, 100% chassis, below.

£475!!! Magnificent 1949 M.G. T.C. sports 2-seater, really genuine and immaculate motor car, beautifully maintained; choice 2 others; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1939 M.G. T.A., resleeved, new kingpins, etc., immaculate cond.; £260.—Bus. 1008. [7700

£625.—M.G. Midget T.D. sports, 1952; immaculate bodywork and interior upholstery as new.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [C2008

BEARTS of Kingston, M.G. specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3548. [0082/R

M.G. 12hp 1934 2-seater, good condition; £120.—The Cottage, Downend, Horsley, Stroud, Glos. [7787

UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—80, Piccadilly, W.1. Grosvenor 4141. [0590/R

1952 (Dec. 1951) M.G. T.D., green, 8,000 miles, immaculate, many extras; £625; seen Reading.—Box 0153. [7455

T.A. M.G., truly immaculate condition, many additional fittings; price £275.—54, Langham Rd., Teddington, Kingston 9148. [7725

M.G. Magnette, Type N.A., open 2-4-seater; £175.—The Westgate Motor Co., 42, Queen St., Peterborough. Peterborough 4095. [7895

M.G. T.D., 1953 (June), unregistered, green and fawn; accept £700 for quick sale.—Mrs. Bowker, 57, Park Rd., Timperley, Cheshire. [7654

M.G. 1939 1½-litre tourer, carefully used and serviced, good paintwork, tyres, battery; £250.—Edkins, Resthaven, Pitchcombe, Stroud, Glos. [7670

F Type Magna saloon, clutch relined, new diff., rear springs, brakes relined, just decoked, well shod, two owners, taxed year, ins.; £150 o.n.o.—Box 0276. [7772

1949 M.G. 1¼-litre saloon, silver green with beige leather, one owner, excellent condition; £619.—Peter Guest, Ltd., Gaywood, King's Lynn. Tel. 4129. [5267

£198.—M.G. 8 very special Midget sports 2-str., maintained absolutely regardless of cost, host extras, must be seen to be appreciated; choice 4; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube). Exchanges, h.p. [C1017

595 gns.—M.G. Midget late 1951, 11hp T.D. 2-seater, red, Regency loose covers, one careful owner, exceptional condition; terms, exchanges.—Rowland Smith, below.

395 gns.—M.G. Midget 1947 11hp T.C. 2-seater, black, very good condition; taxed; terms, exchanges.—Rowland Smith, below.

145 gns.—M.G. Midget 1933 model 8hp J.2 2-seater, black, good condition; taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

JACK ROSE, Ltd., offer 1949 M.G. T.C. 2-seater, a most attractive car, in cream and green hide, any examination; £465.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C3056

ROYS offer 1937 M.G. T.A. 2-seater, very clean; £265; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. (Near Camden Town Tube Station.) Euston 2700 and 8894. [C3059

T.D., 1953 (April), absolutely as new, special luggage carrier, superior extra tonneau, taxed, guaranteed; £685; terms, exchanges.—Rudds, Central Station Approach, Worthing 4635. [7957

1953 (new) M.G. T.D., choice of colours, immediate delivery; £751/19/2; terms, exchanges.—Gibsons Sports Cars (Xchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [7491

£385.—1939 2.6-litre M.G. drop head foursome coupe, a very fine example of this rare body style; £130 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1949 (Dec.) 10hp T.C. Roadster, many extras including tuned horns, chrome luggage grid, pass lights, etc.; mist green, hood new, taxed; an outstanding example; price £455.

BRIAN FINGLASS, Bugatti Sales & Service, 2, Pembridge Mews, Bayswater, W.11. Bayswater 3951. After 6, Tulse Hill 4755. [C2009

OPPORTUNITY.—1½ M.G. saloon, probably finest example existing, trivial mileage since £270 recondition, appearance almost as brand new.—Speedsters, Ltd., Horley (Surrey) 628. [C4020

1951 M.G. 1¼-litre saloon, maroon with beige interior, fitted radio, taxed, one careful owner, very good condition.—Dixons Garage, 134, West Hill, Putney, S.W.15. Putney 0596. [C1075

M.G. 2.6 saloon, in good condition throughout, extensive overhaul to engine, brakes and transmission, not yet run in, 24 mpg; £280.—Banks, Kirtlington, Oxon. Tel. Bletchington 81. [7789

NOV., 1951, M.G. T.D., colour black, red leather upholstery, very low mileage, in spotless condition; £595.—Moston Service Station, Ltd., 547, Hollinwood Ave., Moston, Manchester, 10. Tel. Fal. 1425 & 1587. [7816

1950 (Feb.) M.G. 1¼ saloon, black with beige leather, one owner, genuine 23,000 miles, perfect throughout; £650.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [7824

MORE potent than most, 1937 T.A. Midget, complete engine, gear box, transmission, overhaul lately; black, green bucket seats (squab available), new battery, all-weather equipment in fawn; £275 o.n.o.—Box 0282. [7904

M.G.

M.G. car, 2-litre, 1937, in perfect condition, thoroughly overhauled 1952 and reconditioned engine fitted, one owner; nearest offer to £400.—Apply between 8 a.m. and 5 p.m. to Victoria 7701. [7400

M.G. Magnette N.A. 12hp 4-seater sports, 1935, body good, mechanically excellent, tyres as new, brakes relined, back axle overhauled, oil coil, owner going abroad; £165 o.n.o.—Brindley, 57, Heathmere Ave., Yardley, Birmingham. [7695

LESTER Special M.G., just rebuilt by Toulmin at cost of £500, ready for track or fast touring, 1,087 c.c., reg. 1947, outstanding history; £400; parents insist selling; tel. for appt.—Hounslow 1654, evenings or week-end. [7691

ROSE & YOUNG, Ltd., offer 1953 M.G. T.D. 2-seater, 3 weeks old, 500 miles only, as new, taxed year, metallic silver with red leather; £695.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057

1951 Series M.G. 1¼ saloon, finished bronze with beige leather, most attractive one-owner car, thoroughly recommended with written guarantee; £675; terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. [C2003

1952 M.G. T.D. 2-seater, dark green, fawn leather, 13,000 miles by one careful owner, supplied and serviced by us since new; a really first-class example; £595; many others, exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, London, W.11. Bay. 4274. [C4035

M.G. Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase M.G. cars.—520, Euston Rd., N.W.1. Euston 1212. [0966/R

R

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for M.G.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

M.G. in good condition for cash.—Tel. Valentine 4674, after 6 p.m. [W2018

MAYFAIR GARAGES, Ltd.—Cash for M.G.s.—8, Balderton St., W.1. Mayfair 5104. [0096/R

WANTED, 1949 M.G.; price, particulars.—Macaulay, 25, Bath St., Barrow-in-Furness, Lancs. [7782

REQUIRED, good used M.G.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

PERFORMANCE CARS urgently require M.G.s.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W5041

M.G. 2-seater wanted, pre-war if faultless condition.—British Star Oil Co., 65, Highbury Park, N.5. Can. 1650. [7541

WANTED, M.G. Midgets, 1937-52, in good condition.—Ross Motors, Ltd., Regent St., Hinckley, Leics. Tel. Hinckley 558. [5328

URGENTLY required, 1947-51 M.G. 1¼ saloons.—Gibsons Sports Cars (Xchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [1459

M.G. Spares and Service

PERFORMANCE CARS.—M.G. sales, service, spares.—Great West Rd., Brentford, Middlesex, Ealing 8841. [8504/R

UNIVERSITY MOTORS, Ltd.—Largest stocks of M.G. spares outside the factory.—7, Hertford St., London, W.1. Gro. 4141. [0504/R

M.G. Spares, most parts in stock for all models, 1950 onwards, including valves, guides, springs, rocker bushes, shafts, etc., replacement camshafts, rockers, dynamos, lead springs, wheels, hubs, vertical drive assemblies; prompt postal service c.o.d. and guaranteed workmanship in all our repairs.—A. E. Witham, Queens Garage, Queens Rd., Wimbledon (Station), S.W.19. Liberty 3085. [0435/R

TOULMIN MOTORS specialize in M.G. and M.G. cars only; repairs and complete overhauls all models, reconditioned engines in stock for types P, J, T and L, and N, Magnette exchange service dynamos, starters, crankshafts with rods, gear boxes, brake shoes, vertical drives, V.D. sleeves, rockers, rocker bushes, rocker shafts, valves, guides, springs and gasket sets with full range of M.G. spares always available; we specialize in racing spares.

WRITE or 'phone Toulmin Motors, 545, Staines Rd., Hounslow, Middlesex. Tel. Hounslow 2258 and 5456. Open all day Saturday and Sunday morning 10 a.m. to 1 p.m. [0549/R

MORGAN

WM

WELBECK MOTORS proudly offer:—

1952 Morgan Plus 4 open 2-seater (with emergency seating fitted in luggage compartment), 12,000 miles, £40 check-over just completed at Morgan's, this car is in superb condition, we have just taken it in part exchange of a Jowett Jupiter, and to complete the transaction quickly we offer the Morgan at the very low price of £525.

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 5991 (6 lines). [C4049

CYRIL SHEPPARD OF READING.

1953 (May) Morgan Plus Four 2-seater, blue/black leather, 6,000 miles, one owner, twin spares as new, written guarantee; terms, exchanges; £655.—"Sheppards Hill," London Rd., Reading. Sonning 2545-6 [7942

PARADE MOTORS (MITCHAM), Ltd., offer:—

1938/39 Morgan 4/4, green; £235

PARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade, Mitcham. Tel. Mitcham 3392. [C3056

245 gns.—Morgan 4/4, 1939 sports 2-seater, black leather, 2 spare wheels, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

Morgan Cars Wanted

R

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Morgan.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Morgan Spares and Service

MORGAN 4/4 official spare parts stockists, service and repairs.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7733. [0514/R

MORGANS.—All available spares in stock.—F. H. Douglass, Morgan Specialist, 1a, South Ealing Rd., Ealing, W.5. Ealing 0570.

H. F. EDWARDS urgently require good Morgan for immediate cash; distance no object.—Details please to 200, Great Portland St., London, W.1. Tel. Langham 0012. [W2003

MORRIS MINOR

GATEHOUSE offer:—

1951 Morris Minor convertible, black; £485.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mountview 4444. [C2021

H. BEART & Co., Ltd., offer:—

1953 Morris Minor convertible, grey with red leather, fitted heater, screen washers, spotlight, one owner; £545.—102, London Rd., Kingston-on-Thames. Tel. 5348. [C1081

METROPOLITAN MOTORS offer:—

1950 Morris Minor saloon, taxed year, excellent condition throughout; £525.—Metropolitan Motors, Horn Lane Acton, W.5. Acorn 5064. [7087

CHARLES RICKARDS, Ltd., offer:—

1952 (June) Morris Minor convertible, finished grey, one careful owner, in excellent condition, 7,000 miles; £535.

ALSO a good selection of genuine low-mileage cars, offered with our 3 months' guarantee.

56 Bayswater Rd., W.2 (next door Lancaster Gate Tube Stn., 5 mins. from Marble Arch). Pad. 1820. [C3050

HENDON CENTRAL GARAGE, Ltd., offer:—

1951 Morris Minor convertible, taxed year and in new condition; £525.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 6084-5. [C2034

£425.—Morris Minor saloon, small mileage, grey, heater, taxed, unblemished.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6, Manchester. Pen. 5457. [C3000

1953 (July) Morris Minor ohv 4-door, 2,000 miles; nearest £625.—Box 0286. [7848

1949 Morris Minor saloon, excellent condition, 20,000 miles, one owner; £405.—Box 0247. [7719

1953 Morris Minor convertible, 350 miles only. Warner, West Moors, Dorset. Tel. Ferndown 601. [7869

1953 Morris Minor convertible. Austin engine, black, 1,400 miles; taxed Dec., insured July '54; £595.—Box 0284. [7821

PERFECTLY maintained 1952 (October) Morris Minor drop head, undersealed; all offers around £540; all enquiries answered.—Box 0295. [7836

1951 Morris Minor saloon, black, one owner, radio, heater, clock, excellent condition; £535.—Dobsons, Ltd., Staines. Tel. 801. [C1074

1952 Morris Minor 4-door saloon, heater, one owner, perfect; £595.—Ace of Spades, Great West Rd., Hounslow 5476. (Osterley Station Tube.) [C2050

1952 Morris Minor tourer, black with red upholstery 11,000 miles, beautiful condition; £550.—Modern Service (Wimbledon), Ltd. Tel. Wimbledon 5155. [C3014

1952 (May) Morris Minor tourer, under 6,000 miles, one owner, Regency covers; a genuine, sweet running car; £555.—Jack Pozner (Autos), 395, Hendon Way, N.W.4. Hendon 1423-4. [C3063

1951 Morris Minor tourer, low mileage, as new, guaranteed; £495.—S.G.A. Motors, Morris & specialists, 14, Atherstone Mews, Cromwell Rd., S.W.7 (2 minutes Gloucester Rd. Tube). Western 3208. [C4063

565gns.—Morris Minor 1951 saloon, pastel green, radio, heater, Smiths electric clock, nylon loose covers, very carefully used, nearly new condition; original cost price, including extras, £650; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

PRIDE & CLARKE, Ltd.—1952 Morris Minor saloons, grey/red leather, 4,000 miles, one owner, tartan loose covers, £589; green/green leather, 5,000 miles, one owner, £579; 1951 Morris Minor tourer, green/beige leather, 13,000, one owner, £479; 1950 tourer, Thames blue/beige leather, low mileage, £459; 1949 tourer, green/beige leather, £429; 3 months' guarantee; terms, exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

Morris Minor Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Morris Minor cars.—320, Euston Rd., N.W.1. Euston 1212. [0716/R

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Moris Minor.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

FULL value paid for Minor or similar.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

1953 new or small mileage 2- or 4-door saloon urgently required; cash paid on sight.—Howey, 61, Park Ave., Seaburn, Sunderland. Collected anywhere [7547

MORRIS EIGHT

£395!!! 1948 Morris 8 de luxe saloon, spotless condition throughout, below.

£215!!! 1938 Morris 8 4-door saloon, rare model, in excellent condition below.

£175!!! 1937 Morris 8 saloon, recently overhauled, carefully maintained; 3 months' guarantee, hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221 (East Finchley Underground.) [C2052

1951 Morris 8 4-seater, guaranteed, £415; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 4579. [C4038

MORRIS EIGHT

MEBES & MEBES, Ltd. (Est. 1895), offer:—

1948 (March) Morris 8hp saloon, fawn and black, brown upholstery, moderate mileage, carefully maintained, excellent, £410.—The Broadway, Mill Hill, N.W.7. Tel. Mill. 2040. [C3012

1948 (June) Morris 8 Series E 4-door saloon, black, brown leather, exceptionally clean inside and out; £415.

W. J. BROWN, Ltd. Established over 30 years.

339 Finchley Rd., N.W.3. Hampstead 4414. [C1025

MORRIS 8 2-str., 1935, replacement engine, good running order, taxed; £125.—Bowman's Garage, Weybridge. Tel. 1265. [C1053

1939 Morris 8hp, colour black, very good condition; £240.—John Whalley, Ltd., London Rd., Bishop's Stortford. Tel. 181-2. [C4051

1947 Morris 8 4-door, immaculate; £410.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [C4019

165gns.—Morris 8 1936 de luxe saloon, black, sliding head, maroon leather, good condition; terms, exchanges.—Rowland Smith, below.

145gns.—Morris 8 1937 model tourer, black, new hood, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1947 Morris 8 4-door saloon, two owners only, good condition throughout; £365.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [C1016

1947 Morris 8 Series E saloon, black, outstanding condition throughout (used week-ends only), one owner, mileage 1,900; £395.—Tye, 66, The Mount, Cheylesmore, Coventry. [7792

1938 Morris 8 4-door sal., fitted with new post-war Minor engine, recellulosed and retrimmed, a really splendid car; £210.—Kirkdale Cars, 319a, Kirkdale, S.E.26. Sydenham 6129. [7958

S.G.A. MOTORS, Morris 8 specialists, offer the following selected cars, which have been thoroughly checked in our workshops and are guaranteed for three months:—

1939 Series E 4-seater tourer, superb condition, mechanically perfect; £285.

1938 2-door de luxe saloon, sun roof, excellent condition; £210.

1935 2-seater tourer, excellent condition; £145.

OTHER good selected Morris 8 saloons and tourers always in stock; hire purchase and exchanges; open 9-6.30 Monday to Saturday inclusive or any time by appointment.—S.G.A. Motors, 14, Atherstone Mews, Cromwell Rd., S.W.7 (two minutes Gloucester Rd. Tube). Western 3208. [C4065

Morris Eight Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MORRIS 8 tourer 1935-39, wanted, in good condition.—Gordon Wooderson, 48a, Drewstead Rd., S.W.16. Streatham 8658. [W4059

MORRIS TEN

1938 Morris 10, in extremely good condition; £250.—Ace of Spades, Great West Rd., Hounslow 5476. (Osterley Station Tube.) [C2050

1947 Morris 10 sln., recommended car; £385.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [C4019

£425.—1948 Morris 10, 22,000 miles, very carefully kept, almost new condition.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. [C2031

1939 Morris 10, unmarked inside and out, rust free, mechanically perfect; £295.—Elm Auto Sales, 68, Hartfield Rd., Wimbledon, S.W.19. Wim. 4825/0472. [7961

1939 Morris 10hp saloon, black with brown leather, one owner, excellent condition and well maintained; £285 or offer.—Willcox, 5, Oak Grove Rd., Anerley, S.E.20. [7855

£85.—Morris 10 1934 (August) 4-door saloon, body shows its age, one owner since 1945, a very sound and reliable car, taxed; terms, exchanges.—J. Ashford Fleet, E. J. Lee (Leighton Buzzard), Ltd., 52, Lake St., Leighton Buzzard. Tel. 2172. [C1087

Morris Ten Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MORRIS TWELVE

1939 Morris 12, one owner, perfect; £285.—Ace of Spades, Great West Rd., Hounslow 5476. (Osterley Station Tube.) [C2050

MORRIS FOURTEEN

£100.—Morris 14 1937, taxed, good condition and appearance, excellent tyres, interior needs slight attention, roomy car, owner going abroad.—Apply after 6 p.m., 12, Augusta Rd., Acocks Green, Birmingham. [7773

MORRIS SIXTEEN

1937 Morris 16 saloon, reconditioned engine, roomy car, taxed; £180.—Chestfield 358 (Kent). [7528

MORRIS OXFORD

RAYMOND WAY.

RAYMOND WAY of Kilburn.

RAYMOND WAY, the hire purchase specialists.

1952 (June) Morris Oxford saloon, 13,000 miles only, coachwork and interior unmarked, spare unused; 649gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

1950 model Morris Oxford, fitted radio/heater, specimen car; £535.

READ BROS. MOTOR Co. (LONDON), Ltd., 58, Christchurch Rd., Colliers Wood, S.W.19. Liberty 1604 [C3048

MORRIS OXFORD

SLOCOMBES, Ltd

1951 right-hand drive export model at 14,000 miles, fitted heater, spots, etc.; £595; h.p. and part exchange welcomed, existing h.p. accounts settled.

WE close at 7.30 p.m. (Saturdays 6 p.m.). Write, call or telephone Slocombes, Ltd., 38-52, Dudden Hill Lane, N.W.10. Willesden 4869. [C4017

MORRIS Oxford, 1951, green, nominal mileage, as new, private; £625.—23, Waverley Rd., S.E.18. [7978

1952 (May) Morris Oxford saloon, black, red leather, heater, 15,000 miles, immaculate; £665.

W. J. BROWN, Ltd. Established over 30 years.

339 Finchley Rd., N.W.3. Hampstead 4414. [C1025

1951 Morris Oxford saloon, black and brown leather, moderate mileage, one careful owner; £595.—Collins, Western 5315. [7857

1951 Morris Oxford, low mileage; £595; exchanges, etc.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. Molesey 6199. [C3037

1950 model Morris Oxford saloon, maroon, red interior, radio, heater, this car is in new condition throughout, a rare opportunity; £535.

COLE'S GARAGE, Worple Rd., Wimbledon, London, S.W.19. Tel. Wimbledon 0195-6. [C1054

A. E. PALMER offers 1953 Morris Oxford, carefully run in, 1,000 miles only, immediate delivery, finished green; £755.—12, Church St., Luton 4212. [7954

1951 Morris Oxford, black, brown leather, heater, 3 tyres as new, just decarbonised, exceptional; £615.—Hopton, Copgrove, Kennington, Oxford. [7871

1949 Morris Oxford saloon, black, beige, H.M.V. radio, heater, w/mirrors, recon. engine at 28,885, spotless; £540 o.n.o.—Drapper, 35, Crouchcroft, New Eltham, S.E.9. [7866

1951 Morris Oxford saloon, black, brown leather, heater, any inspection invited; 3 months' guarantee; £595.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4054

TANKARD & SMITH, Ltd., offer 1950 Morris Oxford, grey with maroon leather, one owner, heater, excellent condition; £565; three months' written guarantee.—194-198, Kings Rd., Chelsea, S.W.3. Flaxman 4801-2-3. [C4025

Morris Oxford Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Morris Oxford cars.—150, Park Lane, W.1. Grosvenor 3434. [0717/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Oxford.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MORRIS SIX

1950 model Morris Six, almost as new; £465 quick sale.—Bec. 6977. [7735

£595!!!—Morris six de luxe saloon, spotless bodywork, immaculate interior, absolute gift price; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

£525!!!—Morris Six saloon, 1950, pastel blue with beige leather interior, heater, Tygan seat covers, fastidiously maintained and in decidedly good condition all round.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1055

Morris Six Cars Wanted

CM

THE CAR MART, Ltd. wish to purchase Morris Six cars.—150, Park Lane, W.1. Grosvenor 3434. [0875/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Six.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Morris Miscellaneous Cars Wanted

RROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MORRIS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767. [0824/R

MORRIS in good condition for cash.—Tel. Valentine 4674, after 6 p.m. [W2018

HATTON'S will buy post-war Morris models; distance no object.—Lord St., Southport. Tel. 2268. [0798/R

MARSTON MOTOR Co. for your Morris.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0998/R

H. F. EDWARDS urgently require good Morris for immediate cash; distance no object.—Details please to 200, Great Portland St., London, W.1. Tel. Langham 0012. [W2003

Morris Spares and Service

MORRIS.—Genuine spares and specialist repair service, immediately available in the West End.

S. MORRIS & Co., Cleveland Garages, Cleveland St., W.1. Tel. Mus. 1932/8574. [0542/R

LARGEST and quickest spares service in the South of England.—Hewens Garages, Ltd., Reading. Tel. 4436. [0206

BARKERS MOTORS (LONDON), Ltd., Tel. Balham 6666 for Morris spares, sales and service.—209, Balham High Rd., S.W.17. [0521

NASH

FARINA Nash-Healey 3-seater convertible, 5,000 miles only, June 1953 model, l.h.d., radio, heater, overdrive; this magnificent car is the only one of its kind available in the U.K.—Nash Concessionaires, Ltd., Nash St., Albany St., N.W.1. Euston 5558. [7894

OLDSMOBILE

DISTRIBUTORS (RAWLENCE) Ltd.—Sales Service and spares.—Blindley Heath, Nr. Lingfield, Surrey. Tel. 850-3. [0217/R

1947 Oldsmobile 6-cylinder right-hand drive saloon, one owner; genuine 18,000 miles since new; leather upholstery; £795.—Taylor and Crawley, 48, Kensington Court, W.8. Western 6015. [C4036

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining counties.—Lex Garages, Ltd., 2, Lexington St., W.1 (Gerrard 8600); Service Workshops and Spare Parts: 7, Pembridge Villas (nr. Westbourne Grove), W.11. (Bayswater 6626-7.) [0576/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Oldsmobile Cars Wanted

OLDSMOBILE main dealers.

LEX GARAGES Ltd., are interested to buy recent model Oldsmobile cars.

LEX GARAGES, Ltd., 2, Lexington St., W.1. Gerrard 8600. [0627/R

SIMPSONS MOTORS (WEMBLEY), Ltd., the Oldsmobile buyers. Wembley 8691/3903. [W4015/R

DISTRIBUTORS (RAWLENCE), Ltd., Blindley Heath, nr. Lingfield, Surrey. Tel. 330-1. Will buy post- and pre-war models at good prices. [0113/R

OPEL

MAYNER MOTORS, Ltd.—Opel distributors; buyers of all models, comprehensive range of spares; exchange engine and unit service.—1-6, Southampton St., Southampton. Tel. 3266/4944. [0526/R

OPEL special 15hp drop head saloon, '39 mod., beige, ex. con. engine, bodywork as post-war; hood, celluloise, chrome, including Windtones, spot, like new; i.f.s. hydraulics, v.g. tyres; £270.—Adams, Elgar 3607. [7794

125 gns.—Opel Cadet, September, 1937, cabriolet, maroon, red leather; taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Opel Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Opel.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Opel Spares and Service

REPAIRS, guaranteed engines, gear boxes, suspensions, shock absorbers (telescopic, etc.), crown wheel and pinion, £9/5; mudguards, spares.—Tarrant & Frazer, Ltd., 10, Winchester Mews, N.W.3. Primrose 2647. [0240

PACKARD

CYRIL SHEPPARD, of Reading.

PACKARD 27hp saloon, black and grey, both excellent in body and mechanical, privately owned, not hire cars; from £195.—Sheppards Hill, London Rd., Reading. Sonning 2545-6. [7943

ANDOVER MOTOR Co., Ltd., offer:—

1950 first registered Packard saloon, a beautiful car in black with special cherry red leather, heater, and many other extras, not used at all in 1951 and 1952; a bargain at £1,150.—Andover, Hants. Tel. 3405. [C1005

1936 Packard saloon, 27hp, navy/fawn cloth, r.h.d., superb condition throughout; £215.

H. A. SAUNDERS, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [C4040

PACKARD 1949 4-door saloon, blue, radio and heater.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4859. [C4028

£150 or near offer, 1936 Packard coupe, excellent condition, four new tyres, new hood, etc.—Tel. Pal. 1017 after 6 p.m. [7959

1937 Packard 34hp saloon, excellent condition throughout, can arrange terms; £215.—Streatham 0659, 52, Thrale Rd., Streatham, S.W.16. [7944

PACKARD convertible coupe, December, 1950, maroon, low mileage, £975; exchanges, etc.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. Molesey 6199. [C3057

PACKARD double enclosed limousine, very beautiful condition throughout, interior as new, specially priced at 175gns.—Herbert & Mills, Church Rd., Ashford Middx. Tel. 2960. [C2055

295 gns.—Packard 8 1938 34hp touring saloon, black, radio, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1950 (August) Packard 8 saloon, 29,000 miles, finished black, radio, heater, loose covers, taxed December, immaculate; trade enquiries welcomed.—Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2. [C3018

LIMOUSINE (£1395 model) Super-32hp/1937, Deluxe Coachwork, black, forward occasionals, exceptional condition throughout, bargain value. Alpe & Saunders, Providence Court, North Audley Street, Mayfair 2941. [C1006

Packard Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Packard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

LEONARD WILLIAMS & Co. (1940), Ltd.

PACKARD Sole Concessionaires. Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 5400. [0191/R

SIMPSONS MOTORS (WEMBLEY), Ltd., the Packard buyers.—Wembley 8691/3903. [W4015/R

JOE THOMPSON (MOTORS), Ltd., require Packards.—97 Fulham Rd., S.W.3. Kensington 4858. [W4026

7-SEATER privately owned Limousine required cash waiting. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006

Packard Spares and Service

JOE THOMPSON (MOTORS), Ltd., Packard spares repairs specialists.—97 Fulham Rd., S.W.3. Kensington 4858. [W4026

LEONARD WILLIAMS & Co. (1940), Ltd., Packard Sole Concessionaires. Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 5400. [0469/R

Pontiac Cars Wanted

METCALFE & MUNDY, Ltd., will buy your Pontiac car.—280, Old Brompton Rd., S.W.5. Fremantle 5471. [W3064

SIMPSONS MOTORS (WEMBLEY), Ltd., the Pontiac buyers; also large selection for sale. See under "American Cars"—Wembley 8691/3903. [W4015/R

Pontiac Spares and Service

FOR Pontiac spares and Pontiac service.

U.S. CONCESSIONAIRES, Ltd., Pontiac Works, Jubilee Place, Chelsea, London, S.W.3. Tel. Flaxman 7752-3.

SOLE distributors Great Britain for Pontiac cars and Pontiac parts. [0617/R

PORSCHE

COLBORNE GARAGE, Ltd., Ripley, Surrey, England. Sole Concessionaires. All services available.—Tel. Ripley 2361. [0629/R

RACING CARS

COOPER'S GARAGE (SURBITON), Ltd., of Surbiton. Tel. Elm. 3346, are the sole concessionaires for Great Britain of the Cooper 500 and Cooper-Bristol formula II racing cars. [0821/R

COOPER 500 J.A.P. (Mk. III), one season's racing completely new components; latest mods.; many extras, spares, exceptional performance; car trailer available; all at £325.—B'ton. Sussex 29972. Exchange car, motor cycle. [7474

£265!!!—J.P. Special made by Joe Potts of Bells Hill, the Scottish Wizard 500cc single-seater, in excellent condition, recently prepared by maker for immediate track work; 3 months' guarantee; hire purchase; exchanges.

LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

PERFORMANCE CARS stock a selection of vehicles suitable for competitions, including: 2-litre H.W.M.-Alta 2-seater; Ardun Allard streamlined 2-seater; Cooper-J.A.P. Mark V; Cooper chassis Mark V, less engine; details of Formula II and III available upon request; see also under "Sports Cars." [C3041

RAILTON

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire purchase specialists.

1939 Railton d.h. foursome coupe, really immaculate throughout, recently fitted with Hudson 6-cylinder 17hp engine, this car runs extremely well and is reasonably economical, taxed December, fitted with radio; 269 guineas.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

MAJOR J. P. S. BARBER, 10, Sussex Mews East, W.2. Paddington 8639 (night Bayswater 6753).—All models available and wanted. [5778

A-ONE MOTORS (LONDON), Ltd.—Second to none selection; also spares, reconditioned engines and after-sales service.—18, Eccleston Square Mews, S.W.1, and 24, North Side, S.W.18. Tel. Vandyke 5181. [0333/R

£225—1957 series Railton 28hp foursome drop head coupe, an exceptionally good runner with extremely smart appearance; £75 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1938 Railton Fairmile foursome drop head coupe, recellulosed black, new pigskin hood, superb condition, looks like Rolls-Bentley; £325.—Elm Auto Sales, 68, Hartfield Rd., Wimbledon, S.W.19. Wim. 4825/0472. [7963

Railton Cars Wanted

REQUIRED, good used Railton.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

PERFORMANCE CARS urgently require Railton drop heads.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

RENAULT

RENAULT cars, spare parts, repairs and service.—Renault, Ltd., Western Ave., Acton, W.3. Acorn 4656. [0421/R

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Elmbridge 1873, offer:—

1953 750 de luxe saloon, specially tuned, taxed, loose covers, pearl/black; £600.

1946 12hp saloon de luxe, blue, grey leather, roomy, spotless; £350.

1938 17.9 foursome drop head coupe, 80 mph, 30 mpg, radio, taxed; £250. [0126/R

1953 (May) Renault 750 saloon, 4,000 miles only, Dunlopillo upholstery, taxed year, spotless; £570; exchanges, h.p.—11, Perrymead, Prestwich, Manchester. Tel. Prestwich 2057. [7852

1950 750cc Renault saloon in blue, exceptionally economical and magnificent performance; £450, exchanges deferred.—Smith Auto Co., Ltd., 145, London Rd., Croydon. Tel. 4600-4632. [8013

1951 Series Renault, 760 saloon, one owner, extras include roof rack, etc., leather upholstery, finished sea blue, bargain; £425; terms, exchanges.—A. E. Palmer, Motors, Ltd., 12, Church St., Luton 4212. [7556

145 gns.—Renault 12 1938 4-door saloon, black, leather upholstery, one owner, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Renault Cars Wanted

RENAULT in good condition for cash.—Tel. Valentine 4674, after 6 p.m. [W2016

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Elmbridge 1873, purchase all models. [0127/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Renault.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Renault Spares and Service

GLANFIELD LAWRENCE, 2-10, City Rd., Cardiff. Renault distributors.—East Glamorgan—spares and service.—Tel. 20531. [0911/R

RILEY

SCOTT CARS offer:—

1952 Riley 2½-litre, radio, heater, 14,000 miles, immaculate; £1,025.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016

BOON & PORTER, Ltd.

DISTRIBUTORS.

1953 series 2½ saloon, green, heater, 8,000 miles, in new condition throughout; £1,195.

1948 2½ saloon, black/brown lowers, H.M.V. radio, 51,000 miles, excellent condition; £725.—Castelnau, S.W.13 (by Hammersmith Bridge). Riverside 4444. [C1022

1946 Riley 1½-litre saln., immaculate throughout; £570.

SMITH & HUNTER, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2512. [C4019

RILEY

MONTROE MOTORS offer:—

1933 Riley 9 saloon; £85.

1939 Riley 1½-litre saloon; £285.

1947 Riley 1½-litre saloon; £595.

1951 Riley 2½-litre saloon; £845.

MONTROE MOTORS (N. H. Boswell), 91-7, Epping New Rd., Buckhurst Hill, Essex. Buc. 1171-2. [7951

H. A. SAUNDERS, Ltd., offer:

1951 Riley 2½-litre saloon, maroon with red upholstery, heater, recorded mileage 19,500; £945.

836—842, High Rd., N.12. Hillside 5272 (6 lines). [C2027

SWANMORE GARAGE offer:—

1949 Riley 1½-litre saloon; £675.

EXCHANGES or terms.

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43544. [C4024

CHARLES POLLETT, Ltd. offer:—

1950 (Dec.) Riley 2½ saloon, black, green leather, radio and heater, one owner, very clean car throughout, guaranteed; £845.

18, Berkeley St., W.1. Mayfair 6266.

SERVICE, Works and Stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5956. [C2010

GUY SALMON AUTOMOBILES offer:—

1949 Riley 1½-litre saloon, green/green leather, very good condition; £750.

1949 Riley 1½-litre saloon, 19,000 miles, in the hands of one extremely careful owner, full service history available, original condition throughout, coachwork and tyres perfect, a really outstanding example; £765.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [C4001

D. J. SHEPHERD & Co. (ENFIELD), Ltd.

1948 Riley 2½-litre, black with green hide upholstery, fitted heater, twin spotlamps, Ace Rimbellishers, etc., mileage 52,000, spotless condition, taxed; £700.—D. J. Shepherd & Co. (Enfield), Ltd., 435, Hertford Rd., Enfield. Howard 1631. [C4009

BROOKLANDS.—Individuality, new and used cars.

1952 Riley 2½-litre saloon, excellent.

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029

CLARKE & SIMPSON, Ltd., Riley sales and service, offer:—

1952 Riley 2½ saloon, black/brown, £995.

1950 Riley 1½ saloon, black/beige; £795.

CLARKE & SIMPSON, Ltd., 49, Sloane Square, S.W.1. Tel. Sloane 4727. [C1048

1951 Riley 2½-litre saloon, black, beige, one owner, radio, heater; £955.

RIPCO, Ltd. (Rileys purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-4. [C3052

1953 Riley 1½-litre, 1,500 miles, grey/maroon, taxed end of year; £1,100.—Box 0290. [7878

£210—Riley 9 Kestrel, 1934, manual, excellent order throughout.—Burgess Hill 3063. [7809

SUSSEX specialists for Riley cars and spares.—Caffyns, Ltd., Lewes 1221. Successors to Lewes Motors, Ltd. [0057/R

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [C3041/R

BEARTE, of Kingston, Riley specialists, sales, spares repairs.—102, London Rd., Kingston. Kingston 3348. [0079/R

£875—Riley 2½ saloon, bronze, red leather, mileage 19,000, radio, heater, taxed; literally unscratched.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6, Manchester. Pen. 3457. [C3000

£398—Riley 12 1940 4-dr. D.L. saloon, very attractive finish, tyres as new, tip top performance.—Below.

£225—Riley 9 special sports 4-dr. tourer, Brooklands Green with leather upholstery to match, good hood and s/c, large lamps, particularly well kept, a 1954 in 1948 condition; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds Holland Park Tube.) Exchanges, h.p. [C1017

1935 Kestrel 1½ saloon, preselector, alum. body, £210.—Lyon, 15, Feering Drive, Basildon, Vange 2580. [7867

THE RILEY CENTRE at 189-195, Pavilion Rd., Sloane St., S.W.1 (5 minutes Sloane Sq. Tube), Sloane 8326, offer the following Rileys:—

£325—Imp, late 1955, an excellent example of this rare and sought-after marque.

£210—Lynx 9hp, in truly amazing condition, many extras; must be seen.

£255—Monaco 9hp, 1957, another of these popular models at a very competitive price.

£165—Gamecock 2/4-seater, a nice little motor with lots of urge.

MANY others from £55 and all with written guarantee.

AS we sell Rileys only we can offer you the best price for yours. [C3069

425 gns.—Riley, September 1947, 1½-litre 4-door tourer, black, heater, very good condition; terms; exchanges.—Rowland Smith, below.

295 gns.—Riley 9 1937 Monaco saloon, black, sliding head, preselector, excellent condition, taxed; terms; exchanges.—Rowland Smith, below.

245 gns.—Riley 1936 1½-litre Merlin saloon, black, sliding head, preselector, excellent condition; terms; exchanges.—Rowland Smith, below.

175 gns.—Riley 9 1936 model Kestrel sports saloon, grey, sliding head, preselector, very good condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

RILEY

1951 1½-litre Riley saloon, black, heater, 13,000, exceptional; £925; seen Manchester.—Sale 5475. [7860

1939 Riley 12 saloon, good condition; £310.—Clairmonte Bros., Shanklin Rd., London, N.9. Mountview 5285. [C1056

RILEY Adelphi saloon, March 1938, exceptionally clean inside and out, overdrive, radio, taxed year; £275.—Pinner 5964. [7877

1951 Riley 2½-litre saloon, black, beige leather, 17,500 miles, immaculate, one owner enthusiast; £950.—Speedwell 2014. [7483

2½-litre Riley 1950, one owner, 21,000 miles, condition equal to 10,000; most carefully used; £825.—Broadway Motors, 67, High St., Hounslow. Hou. 0175. [C1028

1948 Riley 1½-litre saloon in black, in very fine condition, taxed Dec.; best offer.—Silverlite Garage, Ltd., New Rd., Rainham, Essex. Rainham 5113. [6912

4750 miles only.—Late 1952 Riley 2½ saloon, all 1955 mechanical modifications, twin speaker radio, completely as new; £1,085.—55, Broadwalk, South Woodford, E.18. Wanstead 2668. [7815

NAYLOR & ROOT.—1947 Riley 1½ saloon, black, radio, heater, excellent performance and appearance; £625; written guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3062

ROYS offer: 1935 Riley 9 Monaco saloon, new tyres, etc.; £55 deposit, £165 cash; H.P. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. (Near Camden Town Tube Station.) Euston 2700 and 8894.

ALL Riley sales and service facilities available at our new depot, new and second-hand bargains; demonstrations by appointment.—Coventry Motor Mart, Ltd., The Riley Distributors, London Rd., Coventry. Tel. 2146. [0446/R

1947 (Jan.) Riley 1½-litre saloon, black with all red leather, one owner since new, recently fitted new factory engine, almost as new; £600.—Gibsons Sports Cars (Xchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [7823

£795.—August, 1949, Riley 2½-litre saloon, colour red with beige upholstery; this car is fitted with heater and radio and taxed to December 31; it is in excellent condition throughout and has an exceptional performance.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070

CAMDEN MOTORS for Rileys.—2½-litre saloon, 1952, slightly over 12 months old, black, green leather, many extras, Motorolla radio, heater with screen demisting incorporated, dual passlights, a one-owner car, late property member of titled family, exceptional value; £995.

CAMDEN MOTORS for Rileys.—2½-litre drop head foursome coupe, 1951 model and registered well within the year, another genuine one-owner car, equipped with extras costing nearly £100 including Motorolla radio, Trico screen spray, interior heater and screen demisting, Lucas fog and passlights, colour black; £995.

CAMDEN MOTORS for Rileys.—2½-litre saloon, Jan. 1951, green and black, excellent appearance, two owners, serviced by County distributors since new, radio, seat covers, etc.; £895.

CAMDEN MOTORS for Rileys.—2½-litre saloon, 1939, expertly maintained by enthusiast owner, (same since 1942), very quiet engine, oil consumption negligible and up to 25mpg on petrol, synchromesh 4-speed gear box, screen demisters, fog and passlights, Lucas twin chorded horns, practically brand new tyres; £365.

CAMDEN MOTORS for Rileys.—1½-litre saloon, Feb. 1950, immaculately finished in bronze with red leather, late property of Scottish business executive, sparingly and most carefully used; £845.

CAMDEN MOTORS for Rileys.—1½-litre saloon, 1948, series (1/12/47), original black cellulose with tan leather, a nice car all round in sound mechanical order; £595.

CAMDEN MOTORS for Rileys.—1½-litre saloon, 1939, popular Nuffield model, specially recommended for its lively but economical performance, smart modern lines, excellent set of tyres; £345.

CAMDEN MOTORS for Rileys, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

JACK ROSE, Ltd. offer 1950 Riley 2/3-seater, in cream and red hide, a most attractive and fast car, £795; also 1950 B½ saloon, almost unmarked condition, accept £785; also 1949/50 1½ saloon, immaculate inside and out, 22,000 miles, accept £685.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C3056

WE can offer a really superb Riley 2/15 Adelphi saloon (regd. 27/8/37), black coachwork, trimmed green leather, that will satisfy the requirements of any enthusiast; outstanding performance resulting from a high standard of maintenance; demonstrated anywhere; deferred terms arranged; £275.—Hamtune Motors, Ltd., 39, Sheep St., Northampton. Tel. 3616. [7764

NORTH Wales bargain.—1952 Riley 2½-litre saloon, in perfect condition both as regards bodywork and chassis, one owner only, never used in rallies, regular maintenance during its life, genuine mileage 22,850 miles; £925. Hire purchase arranged, would consider exchange Riley 1½ in similar condition; would meet genuine enquirer up to 100 miles.—Hughes' Garage, Portmadoc. Tel. 2232. [7896

1949 (Sept.) 2½-litre Riley saloon, offered on behalf of the late owner's executors, almond green, green leather, guaranteed mileage only 22,500, fitted £120 worth of extras including H.M.V. push-button radio, heater and demisters, tailored loose seat covers, mats, Marchal head and driving lights, this car was the sole hobbby of a retired business man and has been absolutely nursed from new, the immaculate condition must be seen to be appreciated, incomparable value at £795.—R. & F. Gradwell, Ltd., Reliance Garage, Waterloo Rd., Blackpool, S.S. 42028-9. [7901

1938 Riley Adelphi famous 16-4 manual gear box, overdrive, free wheel fitted, most immaculate super sports, low swept, all aluminium Kestrel 4-door saloon, body finished silver grey and blue, red leather interior, carpets match, special lamps, twin chrome Windtone horns, spot lamp, special finished engine, definitely mechanically 100% throughout, genuine 90 mph, 28 mpg; one of the most unique and smartest Rileys on the road, taxed year; good tyres; photo; cash terms or exchange; £365.—165, Parsonage Rd., Withington, Manchester. Moss Side 3583. (7989

Riley Cars Wanted

CMTHE CAR MART, Ltd., wish to purchase Riley cars.—150, Park Lane, W.1. Grosvenor 3434. [0969/R

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Riley.—Hampstead (Tube), N.W.3. Ham. 6047. [W4018/R

OFFER your Riley to Rudds, 65, Victoria Rd., Central Station, Worthing 4635. [6424

YORKSHIRE.—The Riley buyers, Barkers of Oakwood, Leeds, 8. Tel. 58236/7. [0094/R

FULL value paid for Riley or similar.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

C.N.K. MOTORS require clean pre-war Rileys.—353, Finchley Rd., N.W.3. Hampstead 5712. [W1054

EXCEPTIONALLY high prices paid for Rileys in good condition.—Mayfair 0151. [W3008

PERFORMANCE CARS urgently require Rileys.—Great West Rd., Brentford, Middlesex. Ealing 8841.

BLAKES, Riley distributors, will purchase any Riley cars.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [7735

URGENTLY required, 1946-52 Riley 1½-litre saloons.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [1440

Riley Spares and Service

FOR Riley service consult the Riley specialist.—W. T. Mason & Co., 2, Ley St., Ilford (Tel. Ilford 0981). [0472

HARTLEY'S for Rileys, spares and service.—165-171, Stanstead Rd., Forest Hill, S.E.23. Forest Hill 2244/5. [0246/R

ROOT ENGINEERING, Ltd.—Preselector gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0238/R

PRIVATE owner dismantling 1935 Riley 9 Monaco saloon, special series.—Write for parts list to Dunn, The Cottage, St. Ewe, Mevagissey, Cornwall. [7884

J. JAMES (LONDON), Ltd., carry the largest stock of Riley spares in the country, special equipment for mechanical and coach repairs.—Carkers Lane, Highgate Rd., London, N.W.5. Gul. 5446. [0092/R

RILEY distributors for 29 years.—Comprehensive list of spares, quotation and advice invited; send your engine for complete overhaul by specialists.—Moss's Agencies, Ltd., High St., Leamington Spa. Tel. 67. [8140

ROLLS-ROYCE

HROH. R. OWEN, Ltd.

LONDON'S leading specialists in Rolls-Royce and Bentley cars, offer the following selection:—

1950 Rolls-Royce Freestone & Webb sports saloon with division, green with black wings, beige hide; £3,650.

1949 Rolls-Royce James Young sports saloon, black with blue hide, 1,000 miles since overhaul at works; £3,650.

1939 Rolls-Royce Hooper Wraith limousine, black with hide and cloth upholstery, 81,000 miles; £1,950.

1937 Rolls-Royce Arthur Mulliner P.III Sedanca de Ville, black with hide and cloth upholstery, 25,000 miles; £1,195.

1937 Rolls-Royce Mann Egerton P.III limousine, black with hide and cloth upholstery, 16,000 miles; £1,000.

WE are interested in the purchase of Rolls-Royce cars and invite communication from owners who have such vehicles for disposal.

H. R. OWEN, Ltd.,

17, Berkeley St., London, W.1. Tel. Mayfair 9060. [C3032

RIPPON.

RIPPON.

RIPPON BROS., LTD.

THE leading Northern Rolls-Royce and Bentley specialists.

HAVE a very fine selection of post-war Rolls-Royce and Bentley cars.

RIPPON BROS., Ltd., Huddersfield 7070 (10 lines). Also Bradford, Leeds and Sheffield. [0905/R

RM offer:—

1937 Rolls-Royce 25/30 semi-razor-edged sports saloon by Thrupp & Maberly, grey with wine upholstery, large boot, a very pretty car in exceptional condition; £1,475.

ANY trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288. [C3060

VINTAGE AUTOS.

WE always have an ever-changing selection of good pre-war Rolls for sale at very reasonable prices and we are always interested in purchasing similar Rolls.

VINTAGE AUTOS, 66, London Rd., Tooting. Tel. Mitcham 3951. [C4039

PB. Ltd., offer:—

1939 Wraith Park Ward saloon, 2-tone beige, grey leather upholstery, just recellulosed.

1936 25-30 Rolls-Royce Hooper semi-sports saloon, black with brown leather.

1936 20-25 Rolls-Royce Hooper semi-sports saloon, black with brown leather.

1933 Rolls-Royce Phantom II Park Ward sports saloon, black with red leather.

PADDON BROS., 60, Cheval Place, South Kensington, S.W.7. Tel. Ken. 9477/7478. [C3035

TOM GARNER, Ltd., offer:—

1934 Rolls-Royce 20/25 owner-driver 4-light saloon with division by H. J. Mulliner; £495.

TOM GARNER, Ltd., 10-13, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

ROLLS-ROYCE

CMCAR MART, Ltd.

1939 40 Rolls-Royce Wraith Park Ward limousine, black with leather front and cloth in rear, 74,000 miles; £1,750.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1 (Corner of Piccadilly). Grosvenor 3434. [C1029

JACK OLDING OF MAYFAIR.

OFFICIAL Rolls-Royce and Bentley retailers offer early delivery of new cars with standard and special coachwork, also the following used cars from their selection:—

1950 (June) Silver Wraith enclosed drive limousine by Park Ward, face-forward extra seats, one owner, 32,000 miles; £5,500.

1938 Phantom III Windover razor-edged saloon with division, black, beige leather, 40,000 miles; £1,975.

20 hp Rolls-Royce, modernised in 1937, 4-door saloon body with boot and with dropping division, £300 overhaul paid Rolls-Royce 1953; £550.

AUDLEY House, North Audley St., W.1. Mayfair 5242. [C3030

SWANMORE GARAGE offer:—

£835.—Rolls-Royce Ph. II Gurney Nutting.

£1175.—Rolls-Royce 20/25 chassis, with new costly brake body seating 7, recent overhaul.

EXCHANGES or terms.

SWANMORE Garage, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43344. [C4024

TAYLOR & CRAWLEY offer:—

1939 Rolls-Royce Wraith (W.H.C.) mitred edged sports saloon by Thrupp & Maberly, 1,000 miles since complete overhaul by authorised specialist, owner-driver car of great appeal; £2,150.

ROLLS-ROYCE 20hp, fine old car with Hooper limousine body; £200.

48, Kensington Court, W.8. Western 6015. [C4036

MASCOT MOTORS, Ltd. offer:—

1937 25hp Vanden Plas convertible sports saloon.

1935 25hp Hooper sports saloon with division.

1935 25hp Tickford 4-light saloon.

1934 25hp Hooper sports saloon with division.

1933 25hp Park Ward sports open tourer.

1933 40-50hp Freestone & Webb continental sports saloon.

1932 25hp Freestone & Webb sports saloon.

1931 25hp Mulliner 4-light saloon.

WE are anxious to purchase pre-war Rolls-Royce and Bentley with owner-driven coachwork.

MASCOT MOTORS, Ltd., 237-243, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1231-2. [C5007

KNIGHTSBRIDGE MOTORS, Ltd.

1934 (December) Rolls-Royce 25hp 4-light sports saloon by Hooper, high waistline, large boot, 58,000 miles only and in perfect condition; finished in black with beige leather, one owner since new, full maker's history; £875.

3, ROBERTS Mews, Lowndes Place, Belgrave Sq., S.W.1. Sloane 4086. [C2065

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

HEARSE 1935 Rolls 25hp, brand new 1953 de-luxe body, written guarantee. Seen

STATION Approach, Kew Odns., Surrey. Alpe & Saunders (Coachbuilders), Ltd. Richmond 1161. [7092

1936 Rolls-Royce 25/30 Windover limousine, in very good condition; £650.

1935 Rolls-Royce 20/25 Arthur Mulliner limousine, well kept; £595.

ALL enquiries to Head Office, Carrs Auto Sales, Ltd., Standard House, South End, Croydon. Tel. Croydon 6088. [7373

1933 (May) Rolls-Royce 20/25 Hooper limousine, face-forward occasionals; £525.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [C3023

1939 Replica Dorchester drop head coupe, full de luxe model built on the late 21.6 chassis, 20mpg, just had extensive overhaul; £645.—Below.

THE SOUTHERN MOTOR Co., originators of the Rolls-Royce replicas, have a few models in stock at reasonable prices.—Works, Old Hunts Green, Lowfield Heath (adjacent to Gatwick Airport); office, Gillian Cottage, Lowfield Heath, nr. Crawley, Sussex. Tel. Crawley 437. [7748

CASS'S MOTOR MART.—Rolls-Royce 20-25 sports saloon, rear opening boot, black, superb condition.—5, Warren St., W.1. Euston 4110. [C1040

£150.—1928, 21hp, GYL 45 limousine, by Park Ward, well shod, taxed Dec.—Six Hills Garage, Fosse Way, Leics. Tel. Melton Mowbray 553. [7994

ROLLS-ROYCE 20, 25 and 30hp owner-driver saloons, also limousines at specially low prices.—Claude Burgoyne & Co., St. Peter's Garage, St. Peter's Rd., Hammersmith. Riverside 7644. [8020

WALTER SCOTT, Ltd.—1937 Rolls-Royce 30hp Barker limousine, black, 42,000 miles, exceptional; £1,075.—39, College Crescent, Hampstead, N.W.3. (Swiss Cottage Tube) Pri. 5914. [C4006

£666!!!—Rolls-Royce 4-door Thrupp & Maberly sports saloon, in magnificent and faultless condition, the finest we have had; 3 months' guarantee; hire purchase; exchanges.

LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROLLS-ROYCE

JACK BARCLAY, Ltd.

EXCLUSIVELY for Rolls-Royce and Bentley.

LARGEST Official Retailers of Rolls-Royce and Bentley: please write for stock list; open until 8 p.m.

EXAMPLE—1947 Silver Wraith touring limousine by Hooper, painted green with fawn upholstery, speedometer reading 45,000 miles; price £2,250.—Jack Barclay, Ltd., Berkeley Sq., London, W.1. Open until 8 p.m. Tel. May. 7444. [C1082

1939 Rolls-Royce Wraith (WMB) Thrupp & Maberly 5-seater touring limousine, twin heaters, sun roof, immaculate condition.—Martin & Chillingworth, Ltd., Newbury, Berks. [7693

1939 Wraith razor edge sports saloon by Park Ward; client wishing to dispose of this car quickly is open to any reasonable offer.—Basingstoke Motor Co., Ltd., Basingstoke. Tel. 477. [C1012

1939 Rolls-Royce Wraith 5-str. Gurney Nutting sedanca, finished black and maroon with maroon upholstery, electric divisions, radio; £1,750.—Middlesex Motors, Harrow 0022. [8004

HEARSE, 1934/5 SK. Series, Phantom II fitted partitioned 6-Bearer Deluxe Coachwork, exclusive equipment, exceptional value, £985. Alpe & Saunders, Providence Court, North Audley Street, Mayfair 2941. [C1006/1

1948 (July) Rolls Wraith, Mulliner coachwork, radio, heater, mileage 18,000, completely overhauled and modified to 1953 by makers, not since used.—H. C. Paul Ltd., 32, Bruton Place, W.1. Mayfair 0621-2. [C3040

AUGUST 1950 Rolls-Royce Silver Wraith, 24,000 miles only, Windover saloon, colour grey, cloth upholstery; £2,950.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050

EVANS & O'MALLEY, Ltd., offer: 1956 Rolls-Royce owner-driver saloon, in really exceptional condition, having run only 58,000 miles; 895gns.—Lowndes Square, Knightsbridge, S.W.1. Tel. Sloane 1353 or 1709. [7938

ROLLS-ROYCE 20/25 1934 7-seater limousine, face forward occasionals, partition, a body of attractive lines by Hoopers on an excellent chassis, ideal hire vehicle; 575gns.—Carr Bros. Garages, Ltd., High St., Purley, Surrey. Uplands 4812. [C1041

1938 (G.R.P.) Rolls-Royce 25/30 semi-razor edged owner-driver saloon, 2 owners since new, very attractive body, 2 shades of browns, Rolls history from new; £1,575; part exchanges.—Noel Bell, Putney Vale (next to K.L.G. works). Putney 7851. [7683

ROLLS-ROYCE 25hp seven passenger limousine, September 1935, black, very good condition throughout, excellent chassis, reasonable offer; exchanges; hire purchase.—B. & H. Motors, 1464-8, High Rd., Whetstone (Finchley) London, N.20. Tel. Hillside 6671-2. [C1020

EXECUTOR'S sale. A 25-30 Rolls-Royce sports saloon by Hooper, black, brown leather, equipment includes sun roof, heater, R100 head lamps, twin trumpet horns, Wraith type fog lamp, windscreen washers, latest kneeling mascot, maintained through much of its life by Rolls-Royce, history available.—R. C. MORTLAKE, 253, Kensal Rd., London, W.10. Arnold 4604. [C3017

795 gns.—Rolls-Royce 1937 25/30hp Hooper 7-passenger double enclosed limousine, black, leather throughout, swept tail, face-forward occasionals, sliding glass division, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1938 Rolls-Royce 25/30, chassis fitted with most attractive owner-driver body by Vanden Plas, finished two shades of brown with beige interior; this car has done a total of 53,000 miles since new, one owner only, has been maintained by Rolls-Royce alone; £1,395.—Loxhams, Rolls-Royce & Bentley Showrooms, Fishergate, Preston. Tel. Preston 4245. [C2064

OWNER-DRIVER 30hp. GGR/1938, Barker, 4-light Saloon without partition, swept tail, concealed boot, mileage 19,000, leather throughout, carefully maintained, excellent history, opportunity, £1,260.

LIMOUSINE 1934/25hp, partitioned Hooper, black, forward occasionals, leather, carefully maintained, £495.

LIMOUSINE Phantom III, Mulliner, partition, exceptionally roomy, forward occasionals, black, rear boot, lavishly equipped, beautiful lines, mileage 44,000, two private owners, £695.

9280 miles Phantom III, Park Ward partitioned black limousine, forward occasionals, delivered 1946 (BT Series—history available) beautiful condition throughout, unrepeatable opportunity, £1570.

WRAITH 1939/30hp, Park Ward partitioned Limousine, forward occasionals, carefully maintained, black, low mileage, reasonable cost.

WRAITH 1939/30hp, Hooper, partitioned Limousine Deluxe, forward occasionals, black, magnificent condition throughout.

ALPE & SAUNDERS always purchase Rolls Royce. Providence Court, North Audley Street. Mayfair 2941. [C1006

Rolls-Royce Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Rolls-Royce cars.—Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly.) Grosvenor 3434. [0970/R

J. MARSHALL.

WANTED, Rolls-Royce 22/22 and 20/25, all types of coachwork, any condition.

J. MARSHALL, 869, St. Albans Rd., Watford. Tel. Garston 2369. [0498/R

A&S always purchase 7-passenger 25/30hp Limousines, also Coupes and Saloons with boot.

A&S urgently require Phantom II private Limousines, also Phantom III sports saloons. Alpe & Saunders, Providence Court, North Audley Street. Mayfair 2941. [W1006

Rolls-Royce Cars Wanted

PERFORMANCE CARS urgently require Rolls-Royce.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Rolls-Royce.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ROLLS-ROYCE 20/25 owner driver saloon, with swept back.—Simmons, 12, Rex Place, W.1. Grosvenor 2635. [W4014

JACK OLDING, official retailers and repairers, are interested in the purchase of good used cars.—8, North Audley St., W.1. Mayfair 5242. [W3030

WE are open to purchase any type pre-war Rolls-Royce cars, complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Livingstone 3362. [0345/R

ROLLS-ROYCE pre-1914 Silver Ghost touring car, must be good condition, coachwork.—Partlea, 50, Welham, 5, Surbiton Hill Rd., Surbiton, Elmbridge 1875. [0396/R

THE SOUTHERN MOTOR Co. is interested in the purchase of all types of Rolls-Royce cars, particularly our pre-war replicas.—Lowfield Heath, nr. Crawley, Sussex. Crawley 457. [6285

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. Mayfair 6266. Service works and stores: Barnsdale Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7-8. [0597/R

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ALL spares for 20 and 25hp Phantom I and Phantom II chassis; also reconditioned replacement engines guaranteed for 12 months for the above models; full repair service at reasonable charges; also wheels, tyres, etc.—Compton, 69 Westow St., Crystal Palace, S.E.19. Liv. 3362. [0064/R

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£150—1955 Rover 10, body in excellent condition, very good runner.—Put. 9024. [7797

£395!!!—1959-40 Rover 10 de luxe saloon, with all-steel bodywork identical to 1947 model, beautiful condition and irreplaceable; 5 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421-425, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1946 Rover 10 sun saloon, black, good tyres, carefully used and maintained, moderate mileage, showroom condition throughout.—Holbrook Motor Co., Ltd., Richmond, Surrey. Tel. 4014. [C2038

ROVER 12

1939 Rover 12, maroon, excellent condition throughout, H.M.V. radio; owned by engineer; £350.—Bowler, Wembley 5345. [7361

CAMDEN MOTORS for Rovers.—12hp sports saloon, 1947, attractive 4-light model, finished in black with brown leather, fitted very efficient heater, twin Mellowtones and Lucas passlights, an excellent bargain at £575.

CAMDEN MOTORS for Rovers.—12hp saloon de luxe, 1946, original cellulose in Rover grey with blue leather, serviced throughout at regular intervals by local Rover distributors, two owners only since new, excellent mechanical order; £495.

CAMDEN MOTORS for Rovers.—12hp saloon de luxe, 1938, quite a nice example, largely original in condition, of somewhat above average apperance for the year, works replacement engine fitted June 1951 (just completed 14,000 miles); £295.

CAMDEN MOTORS for Rovers.—12hp sportsman's saloon, 1934/5, modern 4-light body styling, rear luggage boot and late type instruments, coachwork in reasonable but not immaculate condition, runs well; £145.

CAMDEN MOTORS, the Rover specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1055

ROYS offer: 1955 Rover 12 saloon, one private owner since new, original; £55 deposit, £165 cash; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. (Near Camden Town Tube Station.) Euston 2700 and 8894. [C5059

ROVER 14

1946 Rover 14, black, radio, heater, really immac. mech. perfect; best over £500.—Mit. 4812 evenings. [7990

1936 14hp Rover saloon, exceptional condition, recently rebored and sprayed; £220.—Tel. Paddington 6978. [7760

1947 Rover 14, first-class condition throughout, genuine bargain; £575.—Blue Star Garages, 364, Kensington High St., W.14. [7714

£555!!! Registered 1947 Rover 14 de luxe saloon, bodywork magnificent, interior beautiful and chassis 100%; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421-425, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

ROVER 16

1947 Rover 16 sports saloon, black, taxed; £575.—Allery & Bernard, Ltd., 572, Kings Rd., Chelsea. Fla. 7545. [7910

ROVER 16

ROVER 16 Spts. sln., '47, bk., 49,000 mls., heater, radio, seat covers, eng. o/hld. by Rovers this yr.; £560.—A. E. Laver, 382, High Rd., Ilford. [7692

1938 Rover 16hp saloon, taxed year, 5 almost-new tyres; £235; terms, exchanges.—H. Rose, Lynch Garage, Uxbridge. Tel. Uxbridge 122 (opposite side entrance G.P.O.) [C3055

ROVER 60 & 75

NEWNHAMS Ltd

1949 Rover 60 saloon, black/red, one owner, carefully used; £695.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [C3024

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1950 Rover 75 P.4 saloon, very superior condition, £895.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040

TOM GARNER, Ltd., offer:—

1952 Rover 75 P.4 saloon, pastel blue with brown leather, heater, radio; £1,095.

1953 Rover 75 P.4 saloon, black with red leather, heater, radio, many extras, 6,000 miles only; £1,295.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

CHARLES FOLLETT, Ltd. offer:—

1952 (Nov.) Rover 75 P.4 sal., black, red leather, one owner, 4,100 genuine miles only, perfect in every respect, serviced and guaranteed; £1,265.

18 Berkeley St., W.1. Mayfair 6266.

SERVICE, Works and Stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

GUY SALMON AUTOMOBILES offer:—

1948 Rover 60 saloon, black/red leather, one owner, excellent condition; £735.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

1953 (Jany.) Rove. 75 saloon, 7,300 miles.—Weybridge 600. [C4025

1948 Rover 60 sal., grey/grey, heater, ex. cond., 27,000 miles; £795.

TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 5338. [C4029

1952 (July) 75 Rover saloon, black, red leather, one owner; £1,165.—Jack Olding & Co., Ltd., North Audley St., W.1. Mayfair 5242. [C3030

NOV. 1951 Rover 75, black, in perfect running order, immaculate bodywork, 26,000 miles, H.M.V. radio optional; £1,000; no trade sale.—Box 0255. [7745

1952 Rover P.5 saloon, 6,000 miles; £1,195.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2. Temple Bar 5368. [C1027

1952 Rover P4, black, red leather, radio and heater, immaculate, one owner, nominal mileage; £1,225.—Cox's Motors, 17-25, Conduit St., Leicester 60519. [C1059

JACK ROSE, Ltd., offer 1950 P.4 75 saloon, one owner, in blue, a beautiful car, mileage recorded 19,000; accept £890.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C3056

£875—1950 P4 saloon, 17,000m. radio, heater, new tyres, taxed, immaculate; also similar 1951 P4, 15,000m, £975, offers.—24, Northway, Maghull, Liverpool. Maghull 456. [7810

CAMDEN MOTORS for Rovers.—75 saloon de luxe, Jna. 1949, black, dark green leather interior, heater, Windtones, Lucas Flamethrower passlights, carefully used by one owner and regularly serviced since new, a nice car; £775.

CAMDEN MOTORS for Rovers.—Choice of two 1948 models, one sports salooon, one standard 6-light saloon, from £725.

CAMDEN MOTORS for Rovers.—75 saloon, 1951 model, this car was comprehensively overhauled by Rovers last month and is in outstanding mechanical order, late owner has unexpectedly been called abroad for an indefinite period and has reluctantly decided to sell; £1,095.

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£625!!!—1948 Rover 60 saloon de luxe, in black with maroon leather interior, fitted heater and passlights, original cellulose bears one or two minor scratches on front wings and interior needs new mats, otherwise the car is in sound condition, outstanding value.

CAMDEN MOTORS, the Rover specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1055

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OFFERED by:—

EVANS (WIMBLEDON), Ltd.—A selection of high-grade used Land-Rovers with 5 months' specific guarantee.—Evans (Wimbledon), Ltd., Rover Main Dealers, Alexandra Rd., Wimbledon 0163/4. [5111

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LAND-ROVER (Sept. 1951), 14,500 miles, used road only, regularly serviced; £425.—Groves, Linley, Bishops Castle, Shropshire. [7944

1951 Land-Rover, immaculate condition, Link mats, spot and reversing lights, tonneau cover, many extras; £445.—Harvey Hudson, Ltd., South Woodford, E.18. Wanstead 0056. [C2059

LAND-ROVER, 1953, used only on road, mileage 15,000, extras: oil-pressure gauge and radiator thermometer, trafficators and demister, immaculate; £475.—Harris Mayes & Co., Ace of Hearts Garage, Watford 4026. [7962

345 gns.—Land-Rover 1949, dark green, hood, Perspex sidescreens, spare wheel, carefully used, excellent condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Land-Rover Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Land-Rover.—Hampstead (Tube), N.W.3. Ham. 6041. [W4016/R

HARVEY HUDSON, Ltd. (the Land-Rover Specialists), wish to buy Land-Rovers.—South Woodford, E.18. Wanstead 0056. [W2059

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BEARTS of Kingston, Rover Specialists, sales, spares, repairs.—10a, London Rd., Kingston Kingston 3348. [0080/R

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THE CAR MART, Ltd., wish to purchase Rover cars.—150, Park Lane, W.1. Grosvenor 3434. [0971/R

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COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted, good condition post-war Rover cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [0242/R

FULL value paid for Rover or similar.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

CASE'S MOTOR MART require carefully used Rover.—8, Warren St., W.1. Euston 4110. [W1040

BLAKES, Rover agents, will purchase any Rover car.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [7736

R. P. POWELL MOTORS, Ltd., East London area dealers.—Good used Rover cars required.—321, Romford Rd., Forest Gate, E.7. Maryland 4818. [0436/R

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LEIGH PARK MOTORS, Ltd., Datchet, Slough, Bucks, Rover distributors for spares and specialized service.—Tel. Datchet 54. [0047/R

LEATHWOOD'S GARAGES, Ltd., 203, St. James's Rd., Croydon. Tho. 1222. Main Rover dealers for Croydon. [0219/R

R. P. POWELL MOTORS, Ltd., East London area dealers.—Full repair and spares service available.—321, Romford Rd., Forest Gate, E.7. Maryland 4818. [0437/R

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1937 Singer 1½-litre sports 2-seater, very fast and attractive, £250.

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1951 Singer S.M. saloon, well-kept car; recommended; £595.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

1938 Singer 10 saloon, overhauled; £150.—Lynn House, Link Rd., Hackbridge. [7729

1950 model S.M. 1500 saloon, black with beige leather upholstery, one owner, nice condition, supplied by us new; £495.

SINGER distributors.

G. E. LAWRENCE (MOTORS), Ltd., New Street, Tel. Aylesbury 368. [7902

1947 Singer sports, £375; part exchange, terms arranged.—King's Autos, 725-7, High Rd., Seven Kings. Tel. Seven Kings 3536. [C2048

£345 (September, 1947) Singer 10 de luxe saloon, one owner, very carefully used.—Broadway Motors, 67, High St., Hounslow. Hou. 0175. [C1028

1936 Singer Le Mans special model, red, excellent condition throughout, extras, taxed, insured; £235 o.n.o.—66, Birch Crescent, Hornchurch, Essex. [7789

1951 Singer 4AB roadster, guaranteed 9,000 miles only, in virtually new condition; £525.—Three Ways Garage (Helsby), Ltd., Nr. Chester. Tel. Helsby 40. [7788

75 gns.—Singer 9 1937 model Bantam tourer, maroon, maroon leather, good condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

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1937 Singer sports saloon, reconditioned throughout, enthusiast's car; £345; part exchange terms arranged.—King's Autos, 725-7, High Rd., Seven Kings. Tel. Seven Kings 3536. [C2048

1938 Singer 9 Bantam saloon, in good condition throughout, 4 brand new Goodyear tyres; £150—91, Garratt Lane, Wandsworth, S.W.18. Battersea 5770. [C4062

1950 S.M.1500 saloon de luxe, one private owner, very nice car; £525; 3 months' written guarantee; free after-sale service; usual h.p. facilities.—Harold Simons, Ltd., Simons Corner, 397-401, High Rd., East Finchley, N.2 (junction of North Circular and Gt. North Rd.). 3 minutes trolley E. Finchley Tube. Finchley 0052/53. [C4065

Singer Cars Wanted

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ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Singer.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

B. J. HUNTER, Ltd.,

URGENTLY require good Singers.

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WHY accept less for your Singer 1500 saloon when you can get its full market value from:—

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H. F. EDWARDS urgently require good Singer for immediate cash; distance no object; details please to—28, Upper High Street, Epsom, Surrey. Tel. Epsom 9400. [W2001

H. F. EDWARDS urgently require good Singer for immediate cash; distance no object.—Details please to 200, Great Portland St., London, W.1. Tel. Langham 0012. [W2003

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RECONDITIONED units and spares.—Coulthurst & Grimshaw, Whalley New Rd., Blackburn. Tel. 48091-2. [6475

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GORDON CARS (LONDON), Ltd., the London Singer distributors for spares, repairs and service.—St. Alban's Lane, Golders Green, N.W.11. Speedwell 4701-2. [0605/R

ALLENS OF BRISTOL.—Singer distributors for Somerset and South Gloucestershire; comprehensive spares stock; quote chassis number.—Berkeley Square, Bristol. Tel. 25514. [0219

MANCHESTER, South Lancashire, North Cheshire; specialised sales, service and spares facilities.—Parkers, Ltd., Distributors, Bradshawgate, Bolton. Tel. 4080. Deansgate, Manchester. Deansgate 4507. [0390/R

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WELLESLEY Court Rd. (George St.), E. Croydon. Croydon 2555. [C1044

B. & G. MOTORS offer:—

£169—Lagonda 2-litre 12.8hp open speed model low chassis 4-seater, immaculate British racing green cellulose, new hood and new tonneau cover, P100 head lamps, stoneguard, excellent batteries, goes like a bomb.

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£145—Riley 9 Gamecock open sports 2-seater, in smart black cellulose, tonneau cover, an exceptionally nice example which we can thoroughly recommend.

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ALLARD J2 streamlined 2-str., Ardun heads, 1950, £645; Allard 91P sports saloon, 1951, £665.

ALLARD J2 streamlined 2-seater, 1953, £695; Allard 7IK d.h. coupe, 1949, £445.

ASTON MARTIN 1924 12hp tourer, £145; Aston Martin 1½-litre Bertelli tourer, 1933, £395.

ASTON MARTIN 1½ Bertelli tourer, 1930, £245; Aston Martin 1½ Le Mans 2-str., 1934, £325.

Alfa Competition 2-seater, 1937, £255; Alfa-Romeo 17/50 d.h. coupe, 1929, £295.

ALVIS Speed 20 tourer, 1934, £225; Alvis Speed 20 tourer, 1932, £175.

ALVIS Speed 20 drop head foursome, 1933, £195; Alvis Speed 20 tourer, 1933, £175.

ALVIS Speed 20 V.D.P. tourer, 1935, £195; Alvis Speed 20 Charlesworth saloon, 1934, £175.

BENTLEY Blue Label tourer, 1924, £145; Bentley Blue Label saloon, 1926, £175.

BENTLEY 4½-litre V.D.P. tourer, 1929, £295; Bentley Red Label 2-seater, S.S. series, 1925, £295.

BENTLEY 4½-litre, rebuilt '46, sliding door, razor-edge saloon body, 1929, £395.

BENTLEY 3-litre V.D.P. tourer, 1924, £225; Bentley 6½-litre 2-4-seater, 1929, £295.

BENTLEY 4½-litre tourer Le Mans practice car, 1928, £325; Bentley 4½-litre V.D.P. tourer, 1928, £295.

FRAZER NASH-B.M.W. type 45 drop head 2-seater, 1936, £245; Fiat 1100 pillarless saloon, 1938, £265.

H.W.M. Alta 2-litre competition 2-str., one of the three original team cars, 1952; £845.

INVICTA 100mph 4½-litre low-chassis tourer, specimen in every detail, 1934, £375.

JAGUAR 3½-litre sports saloon, 1959, £255; Jaguar 2½-litre sports saloon, 1957, £195.

LAGONDA 4½-litre sports saloon, 1934, £145; Lagonda 3-litre d.h. foursome, 1932, £145.

LAGONDA 2-litre Vanden Plas tourer, 1932, £125; Lagonda 3-litre coachbuilt utility, 1934, £125.

LAGONDA 10hp Rapier tourer, 1934, £215; Lagonda 10hp Rapier drop head, 1936, £235.

MORGAN Plus 4 2-str. roadster, 1951, £645; Morgan 4 Plus 4 2-str. roadster, 1952, £565.

MERCEDES-BENZ 38/250 2-str. coupe, specimen, 1951, £345; 540K cabriolet, 1938, £495.

M.G.—See large selection under M.G. column; also spares and service.

RILEY 9 Monaco saloon, 1937, £225; Riley 15/6 Kestrel saloon, 1937, £245.

RILEY 9 Lynx tourer, 1933, £145; Riley 9 Monaco saloon, 1934, £95.

RILEY 12/4 Falcon saloon, 1935, £195; Riley Lynx 1½-litre tourer, 1937, £265.

ROLLS-ROYCE 20/25 Salmons cabriolet, 1933, £445; R.-R. 20/25 close-coupled limousine, 1934, £545.

SINGER 9 Le Mans 2-seater, 1934, £195; Singer 1½-litre Le Mans 2-seater, 1934, £175.

SINGER 9 Le Mans 2-seater, 1935, £225; Singer 9 tourer, 1935, £175.

SINGER 9 4-seater, 1936, £215; Triumph Dolomite sports saloon, 14hp, £245. [C3041

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£145—Wolseley Hornet special sports 4-seater, recellulosed, staggered rad., opposed port engine, etc.; £150, Wolseley Hornet special sports 2-seater, similar mechanically to above; £265, Jaguar 1½-litre saloon, M.V. radio, discs, etc., 1939; £85, S.S. Airline sports saloon; many others; always a selection of Jaguars; hire purchase on every vehicle; open till 9 p.m.

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CHIPSTEAD MOTORS, Ltd., offer at sensible prices:

ALVIS Speed 25 1938 sports saloon, black, green leather, discs, etc., chrome luggage rack; specimen.

ALVIS 4.3 s/c 1939 model; this is one of the very few Vanden Plas close coupled Speed models, dual colours, open sports body, fantastic performance, radio, etc., whole car virtually as new.

ALVIS Speed 25 sports saloon, 1940 model, helmet wings, birch grey, maroon leather, specimen.

ALVIS 12 1933 Firefly drop head, reconditioned engine.

B.M.W. type 328 late 1939 streamlined competition 2-seater, heavy duty axle, late property of well-known racing driver; terrific performance.

BRISTOL, May, 1950, type 400 sports coupe, two owners, maintained absolutely regardless of expense, blue, beige leather, radio, etc., specimen.

DELAGE D.6.70, beautiful streamlined sports saloon, body finished in metallic bronze, fawn leather, Cotal gear box; this car has to be seen; ready shortly.

FORD V.8 utility, late 1937, excellent condition, new tyres, recellulosed.

JAGUAR 100 competition 2-seater, late 1939, 2½-litre Scintilla mag., luggage rack, etc., specimen.

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LAGONDA LG45 1937 model; pillarless sports saloon, immaculate condition; bills available for £241 overhaul, radio, Ace discs, bumpers, etc.

M.G. T.D. 11hp Tickford drop head coupe, September, 1939, many extras, specimen.

ROLLS-ROYCE 25hp, 1931 model, fitted late Park Ward sports saloon body, with boot, immaculate.

SUNBEAM-TALBOT 1947 2-litre sports 4-seater, racing green, very fast.

WE are desirous of purchasing good quality English and Continental sports and touring cars.

CHIPSTEAD MOTORS, Ltd., 187, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046

HEALEY-DUNCAN, 1948, 26,000 mls., red/red upholstery, a very fast car in specimen condition; 595gns.—Carr Bros., The Soho Garage, Soho Sq., London, W.1. Ger. 1262. [C1041/1

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SPORTS CARS

ROWLAND SMITH'S for Sports Cars.

595 gns.—M.G. Midget, late 1951, 11hp T.D. 2-seater, red, one careful owner, exceptional condition.

465 gns.—H.R.G. 1948 1½-litre sports 2-seater, green, leather, exceptional condition.

295 gns.—Steyr, 1937 18/55 supercharged sports roadster, special streamlined body.

245 gns.—Frazer Nash-B.M.W. 1937 model, 2-litre, Type 45 convertible sports coupe, maroon, leather upholstery, unworn tyres, very good condition.

145 gns.—M.G. Midget, 1933 model 8hp J2 2-seater, black, red leather, good condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

WEST LONDON MOTOR MART offer a large selection of vehicles, all at low prices.

1939 Austin 8 tourer, £195; Austin 16 tourer, £95; Austin 1/2 utility, £45; Austin 7 saloon, £45; 1934 Alvis Speed 20 saloon, £145; Alvis 12 Firefly drop head, £95; Alvis 12 Firefly saloon, £135; Alvis Speed 20 sports special, £125; Bentley 3-litre tourer, £125; 1938 B.S.A. 4-seater tourer, 1938, £175; B.S.A. 9hp Scout 2-seater, £155; 1938 Ford 8 saloon, £145; Ford 8 saloon, £95; 1931 Lagonda 2-litre tourer, £125; Lagonda 4½-litre saloon, £165; 1934 M.G. J2 8hp 2-seater, £145; M.G. 12hp Magnette 4-seater, £145; M.G. L type 12hp 4-seater, £145; Mercedes-Benz 12hp rear-engined cabriolet, £145; 1937 Oldsmobile coupe, £95; 1934 Riley 9 tourer, £125; Riley 9 saloon, £75; Riley 9 sports special, £65; Riley 9 March Special, £165; Rolls-Royce Ph. I, £95; 1934 Rover 14 saloon, £125; Salmson 12hp coupe, £145; Sunbeam 21hp coupe, £65; S.S. 16hp tourer, £135; Standard 10 saloon, £75; Triumph 16 saloon, £165.

IMMEDIATE insurance and easy terms on all cars; part exchanges, vintage specialists.

WEST LONDON MOTOR MART, Ealing Rd., Great West Rd., Brentford, Middx. Ealing 8842.

[C3041/1

BENTLEY 4½ 1950, new body 1952, excellent condition throughout; £350.—123, Ladbroke Rd., W.11. Par. 5095. [7701

1934 Le Mans 2/4-seater Aston Martin, mechanically good, respray required, tyres, hood, sidescreens excellent; £230.—204, Chatham Hill, Chatham. Tel. Gillingham 59496. [7992

LAGONDA 12hp 4-str. tourer, 1931, extremely fast, very well maintained by careful owner, pleasing condition throughout; 185gns.—Carr Bros., The Soho Garage, Soho Sq., London, W.1. Ger. 1262. [C1041/3

LAGONDA 1935 10hp Rapier fixed head coupe, dual blue, an economical vehicle of excellent make and outstanding condition; 185gns.—Carr Bros., The Soho Garage, Soho Sq., London, W.1. Ger. 1262. [C1041/2

FRAZER NASH-B.M.W., 1936 model 55, an extremely smart drop head coupe, attractively finished in cream with outstanding performance and economical running costs; 275gns.—Carr Bros., The Soho Garage, Soho Sq., London, W.1. Ger. 1262. [C1041

JOHNSON & BROWN offer Lagonda LG45 tourer, £495; Bugatti type 50 roadster, £650; Bentley 4½-litre rebuilt 4-seater, £295; Alfa-Romeo 1935 1,750cc supercharged 2-seater, like new, £850; Alfa-Romeo 1939 2.3-litre saloon, £950; Fiat Balilla sports 2-seater, £285; Isotta Fraschini 8A tourer, £550; M.G. Montlhery Midget 2-seater, £195; M.G. 2-litre saloon, £165.—Ringers Rd., Bromley, Kent (20 minutes Victoria) Ravensbourne 6479 and 2322. [C3049

CHILTERN CARS offer: Alta-Jaguar, £1,150; Alvis Firefly 2-seater, £145; supercharged 747 Austin single-seater, ex-John Broad, with trailer and spares, £265; special 51 Bugatti 2-seater, £650; 46 Bugatti sports saloon, £285; 43/49 Bugatti, £215; 57 Bugatti, £545; 1936 Citroen Light 15 roadster coupe, £265; Citroen Light 15 foursome fixed head coupe, £295; 1936 319 Frazer Nash-B.M.W. Reutter d.h.c., £225; 4½-litre L.C. Invicta 2-4-seater, £275; 1939 V.12 Lagonda Rapide d.h.c., £895; 1949 supercharged T.C. M.G., £435; 1940 1½-litre M.G. saloon, £335; 1939 2 litre M.G. saloon, £295; K.2 M.G. 2-seater, £225; 1934 Riley 9 Lynx 4-seater, £175; choice of two Volkswagens from £275; terms, exchanges; we shall be closed on Saturday, August 29th.—11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel. 2060 [C1045

Sports Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for sports cars.—Hampstead (Tube), N.W.3. Ham. 6041 [W4018/R

MERCURY offer:—

THEIR usual very good prices for sports cars of most types—M.G.s, Morgans, Rileys, S.S.100, Jaguars, Singers, etc., etc.—Write, 'phone or call.

MERCURY MOTORS, Universe House, 824-6, Harrow Rd., Wembley, Middx. Wembley 6058-9. [C3015

PERFORMANCE CARS urgently require sports cars.—Great West Rd., Brentford, Middlesex. Ealing 8841. 107, New Cavendish St., Great Portland St., W.1. Museum 8221. [W3041

Sports Cars Spares and Service

AUTOMENDERS, Ltd., are enthusiastic repairers, tuners and modifiers.—Automenders, Ltd., Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496 [0755/R

STANDARD 8

CAR MART, Ltd.

1947 Standard 8hp tourer, 25,000 miles; £325.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039

BOON & PORTER, Ltd.

1948 model (Dec., '47) drop head foursome coupe, black, 25,000 miles, one owner; £335.—Castelnau, S.W.13 (by Hammersmith Bridge). Riverside 4444. [C1022

1947 Standard 8 tourer, excellent condition; £299; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774 [C4054

1947 (July) Standard 8 saloon, one owner, grey, recently rebored and recellulosed; £365; part exchanges.—Noel Bell, Putney Vale (next to K.L.G. Works), Putney 7851. [7998

£299 !!!—1948. Yes, we mean this! 1948 Standard 8 tourer, in spotless and immaculate condition, absolutely unrepeatable value; 3 months' guarantee; hire purchase; exchanges.

LAMBE, Finchley Showrooms, 421-423, High Rd., N.12. Finchley 6221. (East Finchley Underground.) [C2052

STANDARD 8

STANDARD 8 d.h. coupe, 1947, l.h. drive, excellent order; £250.—Durham, Mansfield House, Taunton. Tel. 5744. [7856

STANDARD 8 drop head coupe, 1946, completely recellulosed in grey polychromatic with a new Burgundy colour hood, giving the car an extremely attractive appearance; 280gns.—Carr Bros. Garages, Ltd., High St., Purley, Surrey. Uplands 4812. [C1041

STANDARD 9

1938 Standard 9 saloon, £195; 3 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774 [C4054

STANDARD 10

MEBES & MEBES, Ltd. (Est. 1895), offer:

1938 model Standard 10hp sliding head de luxe 4-door saloon, black, leather upholstery, two owners since new; £250.—The Broadway, Mill Hill, N.W.7. Tel. Mill. 2040. [C3012

£285 !!!—1939 Standard 10 de luxe saloon, in spotless condition; also choice 1938 4-door saloon, 3 months' guarantee; hire purchase, exchanges.

LAMBE, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

STANDARD 12

RAYMOND WAY.

RAYMOND WAY, of Kilburn.

RAYMOND WAY, the Hire-Purchase Specialists.

1936 Standard 12 saloon, one owner only, fitted radio, Ace wheel discs, carefully driven and maintained, taxed December; 359gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6 Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

1946 Standard 12hp saloon, guaranteed, magnificent throughout; £555.—Peck, South Muskham, Newark. [7849

1938 Standard Flying 12 saloon, guaranteed; £185, payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. [C5029

1948 Standard 12, grey saloon, well maintained, one private owner, licensed December; £370.—Tel. Newport Essex 358. [7983

LATE 1946 Standard 12 specimen car, black/brown leather, taxed; £595.—Elm Auto Sales, 68, Hartfield Rd., Wimbledon, S.W.19. Wim. 4825/0472. [7962

£275 !!—1939-40 Standard 12 de luxe saloon, identical with post-war model, looks and runs as well; 3 months' guarantee; hire purchase, exchanges.

LAMBE, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

TANKARD & SMITH, Ltd.—1946 Standard 12 saloon de luxe, finished in black with brown leather upholstery; £545.—97, Peckham Rd., S.E.15. Tel. Rodney 2051. [C4025

ROYS offer: 1946 Standard 12 saloon, good; £365; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. [C5059

1939 Standard 12, one owner from new, reconditioned engine just fitted, taxed, immaculate condition; £335.—Elm Auto Sales, 68, Hartfield Rd., Wimbledon, S.W.19. Wim 4825/0472. [7964

1939 Standard 12 saloon, good mechanically, very clean appearance, open to inspection; £240 or £80 deposit, balance over 18 months; exchanges, insurance; 50 cars always in stock; cars bought and sold on commission.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7106. [7971

STANDARD 14

1948 Standard 14, black; £395.

HALLS (FINCHLEY), Ltd., Odeon Parade, North Finchley, London, N.12. Tel. Hillside 1044. [7605

1947 Standard 14, black with brown, two careful owners; £595.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077

1946 Standard 14 coupe, in splendid condition; bargain at £298.—S. Bowen & Son, Hillside Garage, Edgware. Tel. Edgware 4464. [C1023

STANDARD VANGUARD

CAR MART, Ltd

1953 Standard Vanguard Phase I saloon, 5,000 miles; £725.

1953 Standard Vanguard saloon, Phase I, radio, heater, 7,000 miles; £745.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 5434. [C1039

SWANMORE GARAGE offer:—

1949 Standard Vanguard; £495.

EXCHANGES or terms.

SWANMORE Garage, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43544. [C4024

1949 Standard Vanguard; £450.

HALLS (FINCHLEY), Ltd., Odeon Parade, North Finchley, London, N.12. Tel. Hillside 1044. [7602

WANSTEAD MOTORS, Ltd., offer:—

1950 Standard Vanguard, comet blue, radio and heater; £545.

WANSTEAD MOTORS, Ltd., Cambridge Park, E.11. Wanstead 1000. [C4042

D. J. SHEPHERD & Co. (Enfield), Ltd., offer:—

1952 Standard Vanguard saloon, green, excellent condition throughout, fitted H.M.V. radio, taxed; £665.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. [C4009

1953 (August) Standard Vanguard, 500 miles.—Weybridge 600. [C4025

1949 Standard Vanguard saloon, black, engine just overhauled; £485.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [C3004

STANDARD VANGUARD

1952 Standard Vanguard, black, genuine mileage approximately 11,000, well maintained.

ARLINGTON MOTOR Co., Ltd., High Rd., Waltham Cross, Herts. Tel. Waltham Cross 2760. [6274

£535.—Standard Vanguard saloon, 1950, in excellent condition, with leather, heater and radio.

FERRARIS OF CRICKLEWOOD, Ltd., 209-220, Cricklewood Broadway, N.W.2. Gladstone 2254. [C2008

1949 Vanguard saloon, leather, taxed year, first-class value at £455.—L. F. Dove, Ltd., Guildford Rd., Woking. Tel. 1282. [C1078

£495.—Standard Vanguard, 1949, D.L. grey with hide interior, very attractive, v.g. tyres, small mileage, choice 3; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7 (50 yds Holland Park Tube). Exchanges, h.p. [C1017

GUY ALFREDS & Co., Ltd.—1952 Standard Vanguard estate car, negligible mileage, as new throughout.—6-7, Warren St., W.1. Euston 3268. [C1005

1953 Phase II Vanguard, 700 miles; £795.—Evans & O'Malley, Ltd., Lowndes Sq., Knightsbridge, S.W.1. Tel. Sloane 1253 or 1709. [7056

1952 Vanguard saloon, Comet blue, heater, 11,000 miles, one owner, immaculate; £650.—E. L. Mendel, Ltd., 85, Great Portland St., W.1. Langham 2261-2. [C3067

1951 Vanguard, 15,000 miles, officer owner posted overseas, immaculate throughout, taxed; £585.—Bexhill Motor Co., Ltd., London Rd., Bexhill, Sussex. [7864

£625 !!!—Standard Vanguard saloon, August, 1951, 18,000 recorded miles and in condition not so very far short of brand new, one particularly fussy owner.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035

ARCHIE SIMONS & Co., Ltd.—1953 (July) Standard Vanguard Phase II saloon, colour grey/red leather upholstery, fitted heater and radio, taxed, genuine 500 miles only.

1951 Standard Vanguard saloon, colour grey/red leather upholstery, nominal mileage, one careful owner since new; £585.—94, Gt. Portland St., W.1. Lan. 1345. [C4015

KENTISH & THOMSON, Ltd.—1953 Standard Vanguard 4-door estate car, grey, blue interior, 17,000 miles; £850.—564-6, Wickham Rd., Croydon, Springpark 3477. [C2047

200 miles.—1953 Vanguard Ph. II saloon, radio and heater, overdrive; £975.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027

1952 (Oct.) Vanguard saloon, black with maroon interior, radio, heater, and special instruments, 2,000 miles, as new; £745.—Robbins, East Putney. Tel. 4581. [C5010

1951 (November) Vanguard, heater, leather, Comet blue, taxed, 16,000 miles, serviced by us from new; £595.—Allery & Bernard, Ltd., 372, Kings Rd., Chelsea. Fla. 7345. [7909

TANKARD & SMITH, Ltd.—1951 Standard Vanguard saloon, black with red upholstery, fitted heater, one owner, 27,000 miles; £535.—97, Peckham Rd., S.E.15. Tel. Rodney 2051. [C4025

1952 (Sept.) Standard estate car, 4-door, low mileage, radio and heater, Embellishers, leather interior; £855.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4958. [C3128

1951 Vanguard saloon, Comet blue, heater, condition throughout, really immaculate, must be seen; £595.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [C1016

1951 (Nov.) Standard Vanguard sal., Comet blue, leather, heater, 16,000 miles, one owner, excellent condition throughout; £625.—C. A. Peto, Ltd., 42, North Audley St., W.1. May 5051. [C5045

VANGUARD Estate car, November, 1951, green, leather upholstery, radio and heater, one careful owner; £775; terms, exchanges.—G. S. Hall, Ltd., 502, King St., Hammersmith, W.6. Riverside 2881. [C2051

1951 (Dec.) Standard Vanguard saloon, one owner, 17,000 miles, pale blue, red leather, extras, etc.; taxed, as new; £595.—Seymour & Clements, Ltd., 58, Watford Way, Hendon Central, N.W.4. Hendon 2146. [C4007

1951 Vanguard, one owner, mileage 31,000, chauffeur maintained and in good condition throughout, almost new tyres, colour maroon.—Joseph Nickerson, Estate Office, Rothwell, Caistor. Offers over £500. [7402

VANGUARD Phase II, first licensed June 1953, mileage approx. 2,500, grey with red leather upholstery, heater and radio fitted, also electric clock and Trico screen washers, and taxed to end of year; price paid in June, £940, would accept £855.—E. D. Cadge & Co., Ipswich 78972. [7710

Standard Vanguard Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Standard Vanguard.—Hampstead (Tube), N.W.3. Ham. 6041 [W4018/R

REALLY good second-hand Vanguard estate required.—Cobb, 50, Harley House, N.W.1. [W1066

C. A. PETO, Ltd., 42, North Audley St., W.1, wish to purchase immediately late model Standard Vanguard.—May 5051. [W3045

STANDARD MISCELLANEOUS

SALES service spares.

STANDARD and Triumph distributors for Croydon, Purley, Caterham, Epsom, Mitcham and Beckenham areas.

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon. Tel. Cro. 6088-9. [0052/R

1948 Standard 14 saloon also 1939 Standard 12 saloon, both cars immaculate.—Autowork, Ltd., Winchester. Tel. Winchester 4834. [C1010

Standard Miscellaneous Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Standard cars.—150, Park Lane, W.1. Grosvenor 5434. [0975/R

STANDARD in good condition for cash.—Tel. Valentine 4674 after 6 p.m. [W2012

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Standard Miscellaneous Cars Wanted

R

ROWLAND SMITH'S. The Car Buyers. Highest cash prices for Standard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MARSTON MOTOR Co., Ltd., for your Standard.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [0181/R

WHY accept less for your Standard Vanguard Estate car or Standard 8 saloon, when you can get its full market value from:—

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [M2008

Standard Spares and Service

S&T

STANDARD & TRIUMPH SALES, Ltd.—Service and spares for all models, manufacturers' largest stockist in Britain of spares and service exchange assemblies.—Standard & Triumph Sales, Ltd., London Distributors, Junction of Boundary Rd. and Abbey Rd., St. John's Wood, N.W.8. Maida Vale 9114 (10 lines). [0166/R

KJ MOTORS, Ltd., for spares, reconditioned units. Girling agents.—Bromley, Kent. Rav. 3456. [0367/R

STANDARD Spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 29439. [0301/R

STANDARD and Triumph spares and service, replacement units.—W. T. Richards (Bexleyheath), Ltd., 74-78, Broadway, Bexleyheath. Tel. 1666-7. [0247

STANDARD spares all models from 1935; replacement units; complete overhauls, recellulosing.—Puttocks, Ltd., Alexandra Terrace, Guildford. Tel. 5391. [5941

STANDARD spares all models from 1934 by return of post; genuine factory replacement engines 1936 onwards; quote commission number when ordering.

WHITE'S GARAGE, Ltd., Standard and Triumph Distributors, Grimsby. Tel. 5486. [0475/R

MARGATE, Kent.—Service and spares for all models. —Post enquiries to Northdown Motor Co. (Distributors), Northdown Rd., Margate. Tel. Thanet 20405. [4752

STANDARD spares for all models; largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3322). [0359/R

LANKESTER ENG. Co., Ltd. (distributors in Surrey since 1911).—Full range of spares, 'phone, write or call; orders dispatched immediately.—39-43, Eden St., Kingston. Kin. 3151-4. [0286/R

HALLS (FINCHLEY), Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines from 1939 onwards; guarantee three months; Girling and Bendix stockists.—Arcadia Ave., Finchley, N.3. Finchley 5908/9. [0002/R

STEYR

295 gns.—Steyr, 1937 (registered July 1938) 18/55 supercharged sports roadster, special streamlined body, cream, red wheels, concealed hood, independent front and rear suspension, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

STUDEBAKER

GATEHOUSE offer:—

1948 Studebaker Commander convertible, 17,000 miles, one owner; £995.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mountview 4444. [C3021

STUDEBAKER Champion 4-door sedan 48/9; exchange and terms.—Valentine 4674 after 6. [C2018

1949 Studebaker Champion convertible, grey, radio, heater, power operated hood and overdrive, beautiful condition; £975.—Taylor and Crawley, 48, Kensington Court, W.8. Western 6015. [C4036

SUNBEAM

COMPLETE CAR SERVICE, Ltd.—Sunbeam spares service.—Shandon Garage, Abbeville Rd., S.W.4. Tel. Tul. 4505. [0315/R

SUNBEAM-TALBOT

R

F. FUGGLE, Ltd.

SUNBEAM-TALBOT 2-litre saloon, chassis and coachwork in splendid condition, taxed for the year; £586.—R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. [C2017

B. J. HUNTER, Ltd., offer:—

1949 Sunbeam-Talbot 90 saloon, fitted H.M.V. radio, spotless condition; £650.—B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

ROSE & YOUNG, Ltd., offer:—

1952 Sunbeam-Talbot 90 saloon, low mileage, fitted heater, loose covers, chrome rims, etc., one owner, immaculate; £865.

1951 Sunbeam-Talbot 90 saloon, heater, radio, etc., exceptional condition; £755.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [C3057

OVERSEAS CARS, Ltd., offer:—

1952 Sunbeam-Talbot 90 saloon, grey, heater, loose covers, 15,000 miles, one owner, exceptional condition throughout; £925.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [C3031

WARWICK WRIGHT, Ltd., offer:—

1953 Sunbeam Talbot 90 Mark IIa saloon, radio and heater, gun grey, 8,000 miles; £1,050.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

ANDOVER MOTOR Co., Ltd., offer:—

1949 Sunbeam-Talbot 90, immaculate condition all round, very low mileage; £595.—Andover, Hants. Tel. 3305. [C1003

GUY SALMON AUTOMOBILES offer:—

1952 Sunbeam-Talbot 90 saloon, black/beige leather, heater, H.M.V. radio, 14,000 miles, one owner, immaculate condition; £895.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

SUNBEAM-TALBOT

PHŒNIX MOTOR Co. (SURREY), Ltd., offer:—

1951 (Oct.) Sunbeam-Talbot 90 saloon, gun metal, grey leather upholstery, 20,000 miles only; one private owner since new. This car was supplied new by us and is an outstandingly good chassis; offered with every confidence at the exceptional figure of £795.

PHŒNIX MOTOR COMPANY (SURREY), LIMITED, Sutton, Surrey. Vigilant 1121. [C3044

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

1939 Sunbeam-Talbot tourer, 10hp, metallic blue, new engine 1951, new sidescreens; offers.—Box 0233. [7692

SUNBEAM-TALBOT 90 l.h.d. saloon, 1949, grey, grey leather, radio; £565.—Modern Service (Wimbledon), Ltd. Tel. Wimbledon 5155. [C3014

PRIVATE 1951 Sunbeam-Talbot, 19,000, perfect condition, Ace Rimbellishers, seat covers, one careful owner; £850.—Bermondsey 2581. [7724

1953 (July) Sunbeam-Talbot saloon, only 500 miles, as new; £100 under list price.—G. E. Harper, London Rd., Stevenage 700. [7924

1950 (March) Sunbeam-Talbot 90 convertible coupe, gunmetal, fitted heater; £650.—Ray Powell, Ltd., Ley. 3366, Val. 5468. [7920

1946 Sunbeam-Talbot 10hp tourer; choice of 2 at £460, both of which are perfect examples of a very rare and attractive model.

H. A. SAUNDERS, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [C4040

1951 Sunbeam-Talbot drop head, one owner, 21,000 miles, beautifully maintained; £765.—Anthony Crook, Caterham Hill, Surrey. Tel. 22323. [C1063

SUNBEAM-TALBOT 90 saloon, black, 1951, 2¼-litre, nominal mileage; special bargain at £765.—Blue Star Garages, 617, Finchley Rd., N.W.3. (Ham. 2254.) [7940

1951 Sunbeam-Talbot 90 saloon, satin bronze, radio, heater, covers, serviced Rootes, genuine mileage 12,850, as new; £825.—Leech, Tarporley, Ches. [7870

SUNBEAM-TALBOT 1951 (June) convertible, 16,000 miles, immaculate condition, green, red interior, one owner; £850.—Address: Antiques, Wolborough St., Newton Abbot, Devon. [7961

£715—July, 1951, Sunbeam-Talbot 90 Mark II convertible, extras, etc., 27,000 miles.—Richards & Carr, 35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [C3045

1939 Sunbeam-Talbot d/h coupe, fitted with new hood, resprayed and rechromed, excellent engine; £295.—Kirkdale Cars, 319a, Kirkdale, S.E.26, Sydenham 6129. [7957

£385!!!—1959/40 Sunbeam-Talbot 10 de luxe saloon, spotless bodywork and genuinely magnificent chassis, this car cannot be faulted; 3 months' guarantee; hire purchase, exchanges.

LAMBE, Finchley Showrooms, 421-423, High Rd., N.12 Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1951 (July) Sunbeam-Talbot 90 Mk. II coupe, green, 22,000 miles, radio, heater, etc., new carpets, super Michelins, immaculate, £840; Lea-Francis or A70 low-mileage utility wanted.—Box 0511. [7997

1950 (May) Sunbeam-Talbot 90 saloon, bronze with red leather, one owner, fitted H.M.V. radio, guaranteed 28,000 mls., perfect; £650.—Gibsons Sports Cars (Xchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [7495

1952 Sunbeam-Talbot 90 saloon, beech green, several extras; recommended and obviously unrepeatable at £845.—Appleton & Arundale, Ltd., Rootes Group Distributors, Northway, Scarborough. Tel. 535. [7840

1952 Sunbeam-Talbot 90 saloon, black with radio, heater, fitted loose covers, 12,000 miles guaranteed, one owner, taxed year, indistinguishable from new; £895; part exchange, deferred terms.—Archway Garage, 120a, Walmer Rd., W.10. Park 7271. [7921

1952 (March) Sunbeam-Talbot 90 Mark II (big engine) drop head 4-seater coupe, fitted with radio and heater, finished in jewelescent grey with grey leather; a really immaculate and outstanding low mileage one owner car; must be seen to be appreciated; thoroughly recommended; written guarantee; terms, exchanges.—H. F. Edwards, 172, Kingston Rd., Ewell, Surrey. Tel. Ewell 5101. [C3002

SUNBEAM-TALBOT Mark IIa saloon, registered January, 1953, Alpine mist, red leather, first private car to finish in Alpine Rally in 2,000-2,600cc class, paintwork untouched; extras: laminated windowscreen, louvred bonnet and air scoop, close ratio Alpine gear box, 2 spotlights, stone guards, harder front and rear springs, 7.7 compression head with polished ports and Alpine size inlet valves, window screen washers, perfect condition, 9,000 miles; £1,195; further details and photograph on request.—Tel. Burbage 252. W. Bennett, "Stretton Croft," Stretton Baskerville, Hinckley, Leics. [7665

Sunbeam-Talbot Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Sunbeam-Talbot cars.—320, Euston Rd., N.W.1. Euston 1212. [0516/R

R

ROOTES.

DISTRIBUTORS.

REQUIRE modern low-mileage Sunbeam-Talbot cars.

BIRMINGHAM.—Lower Temple St. (Central 8411).

MANCHESTER.—129, Deansgate (Blackfriars 6677).

MAIDSTONE.—(Maidstone 3333).

CANTERBURY.—(Canterbury 3252).

ROCHESTER.—(Chatham 2231).

WROTHAM Heath (Borough Green, 4).

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0111/R

Sunbeam-Talbot Cars Wanted

R

ROWLAND SMITH'S. The Car Buyers. Highest cash prices for Sunbeam-Talbot.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

PRIVATELY owned S./Talbot 90.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037

EXCHANGE S/Talbot 80 1950 saloon, wireless, heater, 30-35mpg., for 90 convertible or saloon.—Details, McMahon, R.M.Y.C. Sandbanks. [7768

URGENTLY required, 1950 Sunbeam-Talbot 80 or 90 saloon.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [1441

BIRMINGHAM and Midlands.—Low-mileage Sunbeam-Talbot modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0089/R

CRIPPS, of Nottingham, urgently require all recent models of Sunbeam-Talbot cars.—R. Cripps & Co., Ltd., the Sunbeam-Talbot distributors, Parliament St., Nottingham. Tel. 46381. [0465/R

TALBOT

£170—Talbot 10 1936 drop head coupe.—Carpenter, 5, Assheton Rd., Beaconsfield. Tel. 1019. [7669

1937 Talbot 10 sports saloon, really immaculate condition; £249.—G.P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Batt. 1107-8-9. [C2024

4½-litre Talbot Major saloon (Paris), 1939, 6-cylinder, superb condition, recent complete overhaul, pre-selector gear box, privately owned; inspection invited.—Tel. Nerdrum, Whi. 9351, or Box 0512. [8009

ROYS offer 1936 Talbot 3-litre 7-seater limousine, good; £65 deposit; £195 cash; h.p. and exchanges. —Roys Automobiles, Ltd., 127, Parkway, N.W.1. (Near Camden Town Tube Station.) Euston 2700 and 8694. [C3059

FIRST registered 1948 6-cylinder Talbot, the chassis and engine of this car was specially built and prepared for the British Empire Trophy Race in 1939 (having won it in 1938), in 1948 chassis and engine was completely stripped and rebuilt, the engine detuned and a brand new drop head coupe body made at a cost of £1,000; the car in its present form develops 112 bhp; the interior and exterior of the car is perfect and it has been fitted with a new hood; please write for full details of this interesting car; £750.—Anthony Crook, Caterham Hill, Surrey. Tel. 22323. [C1063

Talbot Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Talbot.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Talbot Spares and Service

PRESELECTOR gear boxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2931. [0782

JOHN BLAND for Talbot new water manifolds and pumps in stock.—27, Southfields Rd., S.W.18. Vandyke 1612. [0896/R

LARGE stocks new and second-hand Talbot spares, 1929-36, including ambulance.—Clare's Motor Works, 260, Knights Hill, London, S.E.27. Gipsy Hill 0132. [0864/R

TRIUMPH

CAR MART, Ltd.

1950 Triumph Renown saloon, radio, heater, 22,000 miles; £625.—Car Mart, Ltd., 320, Euston Rd., N.W.1. [C1059

RAYMOND WAY.

RAYMOND WAY of Kilburn.

RAYMOND WAY, the hire purchase specialists.

1940 Triumph Dolomite 1½-litre d.h. foursome coupe; large sums of money having been spent on this car, it can now be described as being in very fair condition; offered at 299gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

BOON & PORTER, Ltd.

1951 Renown, black/beige, one owner, 35,000 miles, excellent; £725.—Castelnau, S.W.13 (by Hammersmith Bridge). Riverside 4444. [C1022

B. J. HUNTER, Ltd., offer:—

1949 Triumph 2000 Roadster, just fitted new works engine, excellent condition throughout; £625.—B. J. HUNTER, 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

1947 Triumph razor edge saloon, any examination welcome, sacrifice; £450.—Bec. 6977. [7734

1953 Triumph Mayflower saloon, comet blue, leather and heater; 2,000 miles only; unmarked throughout; £675.

JOHN WILSON AUTOS, Ltd., Sanderstead Rd., South Croydon. Sanderstead 4260. [C4055

1952 Triumph Renown saloon, green with beige leather; radio; low mileage; £845.—Stratstone, 40, Berkeley St., W.1 (Mayfair 4404). [C4022

1937 Triumph Vitesse 1½-litre saloon, good original condition, any trial; £200 o.n.o.—122, Stag Lane, Edgware, Middx. [7850

PRIVATELY owned 1951 Triumph Mayflower, 11,000 miles, genuine, new condition; £550.—Tel. Wootton Bridge I.O.W. 7095. [7872

1938 Triumph Dolomite; £245; part exchange, terms arranged.—King's Autos, 725-7, High Rd., Seven Kings. Tel. Seven Kings 3536. [C2048

1938 2-litre Triumph Dolomite saloon, in truly superb condition, rebuilt and maintained regardless of cost; £355.

X L SERVICE STATION, Kingston Vale, S.W.15. Kin. 8333. [C4060

£245—Triumph Gloria 16hp foursome drop head coupe, grey, red leather, one owner, in outstanding condition throughout, taxed December, £100 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

TRIUMPH

1950 Triumph Mayflower saloon, grey with red leather, heater, one owner; £495.—S. F. Erskine & Sons, Ltd. Tel. Woking 330 [C2051

£635!!!—1949-50 Triumph 2000 Roadster, unblemished condition throughout, opportunity; 3 months' guarantee; hire purchase; exchanges. LAMBS, Finchley Showrooms, 421-425, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

£175—1937 Triumph Dolomite 14hp sports saloon, excellent runner; £75 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1952 Triumph saloon, genuine mileage 9,500, one owner, showroom condition, fitted heater, radio, covers and mats, twin fog lamps; £855.—Wanstead 7015 [7793

ROADSTER 2000, 1949, metallic finish, twin spotlights, Rimbellishers, new hood; £550, or exchange saloon.—45, Shirehall Park, N.W.4. Hendon 1648. [7756

JACK ROSE, Ltd., offer 1949 Triumph 2000 saloon in grey, heater, loose covers, almost unmarked; accept £595.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C3056

MAYFAIR GARAGES, Ltd.—1951 Mayflower saloon, grey, red leather, one owner, 20,000 miles but in almost new condition; 3 months guarantee; £525.—Balderton St. (opp. Selfridges), Mayfair, W.1. Mayfair 5104/5. [C3009

475gns.—Triumph 1800 late 1946 razor-edge saloon, black, fawn leather, heater, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1950 Triumph Renown, one owner, low mileage, in genuinely exceptional condition throughout; part exchange preferred, with cash either way, or £695.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [C3016

£575!!!—1948 Triumph 1800 14hp saloon, black, fitted heater, radio, Ace Rimbellishers, radiator mascot, etc., beautiful runner, superb appearance.—Northern Motors of Harrow, 186-194, Pinner Rd., Harrow 4444. [C3025

£525.—Triumph Mayflower, grey with crimson upholstery, one private owner, really nice condition; or £175 deposit and 12 or 18 monthly payments.—Starnes Motors, Triumph Specialists, 105, Cricklewood Broadway, N.W.2. Gla. 2480. [6846

£595.—Triumph 2000 razor-edge grey saloon, July, 1949, 21,000 miles, one very careful owner, Radiomobile, loose covers, exceptional; or £200 deposit and 12 or 18 monthly payments.—Starnes Motors, Triumph Specialists, 105, Cricklewood Broadway, N.W.2. Gla. 2480. [6845

Triumph Cars Wanted

C M

THE CAR MART, Ltd., wish to purchase Triumph cars.—520, Euston Rd., N.W.1. Euston 1212. [0974/R

R

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Triumph.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

TRIUMPH in good condition for cash.—Tel. Valentine 4674 after 6 p.m. [W2018

FULL value paid for Triumph or similar.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

C. A. PETO, Ltd., 42 North Audley St., W.1, wish to purchase late model Triumph Mayflower.—May 3051. [W3045

MARSTON MOTOR Co., Ltd., for your Triumph.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [0182/R

H. F. EDWARDS urgently require good Triumph for immediate cash; distance no object.—Details please to 200, Great Portland St., London, W.1.—Tel. Langham 0012. [W2005

Triumph Spares and Service

S & T

STANDARD & TRIUMPH SALES, Ltd.—Service and spares for all models; manufacturers' largest stockists in Britain of spares and service exchange assemblies.—Standard & Triumph Sales, Ltd., London Distributors, Junction of Boundary Rd. and Abbey Rd., St. John's Wood, N.W.2. Maida Vale 9114 (10 lines). [0397/R

BASIL ROY, Ltd., Triumph Spares Stockists, pre-war models.—161, Great Portland St., London, W.1. Lan. 7733. [0145/R

TRIUMPH spares for all post-war models, largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3322). [0355/R

UTILITY CARS

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046

JACK STONE & SON offer:—

1950 Standard Vanguard estate car, low mileage, £395; 1950 Austin A.40 metal body utility; coachbuilt wooden utility bodies to your own specifications, £135; order your new Vanguard, Hillman, Austin, tractor, etc., utility car or van, immediate delivery; write for up-to-date list.—221, Upper Richmond Rd., Putney 1054-5, 2276-7. [C4021

TAYLOR & CRAWLEY, offer:—

1952 Humber Pullman Estate car, finished in natural wood and satin bronze, 4,000 miles only; the largest and most luxurious Utility.

1948 Chevrolet de luxe Estate car, 35,000 miles, one private owner; £1,075.

48. Kensington Court, W.8. Western 6015. [C4036

ROWLAND SMITH'S for Utility cars.

345gns.—Land-Rover, 1949, dark green, hood, Perspex side-screens, spare wheel, carefully used, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

£350—1944 Hillman Ten shooting brake.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. [C2022

UTILITY CARS

GUY ALFREDS & Co., Ltd.—1947 Morris Martin Walter Utilecon, one owner only.—6-7, Warren St., W.1. Euston 3268. [C1005

1953 Bedford Dormobile, 500 miles, innumerable extras.—Sidney Marcus, Ltd., 35, Sloane St., S.W.1. Tel. Sloane 3557. [C3006

£365—Austin 8, 1947, Martin Walter utility, very nice condition, all extras, small mileage; choice 3; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50yds Holland Park Tube.) Exchanges, h.p. [C1017

£195 bargain! 1941 Ford V.8 22hp utility, excellent condition, any trial.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4723. [C1011

1951 Series A40 Countryman in unblemished condition throughout, one private owner; £525.—Harold Simons, below.

1951 (June) Ford 10cwt Martin Walter Utilecon, factory reconditioned engine, unblemished appearance, magnificent mechanical condition; £495, both with 3 months' written guarantee; free after-sale service; usual h.p. facilities.—Harold Simons, Ltd., Simons Corner, 397-401, High Rd., East Finchley, N.2 (junction of North Circular and Great North Road). 3 minutes trolley E. Finchley Tube. Finchley 0052/53. [C4065

BRADFORD utilities for sale serviced by us; main agents since 1922.—Bunting's Motor Exchange, Bonnersfield Lane, Karrow. Tel. 6225-6. [0621/R

1947 Vauxhall Bedford 12hp Martin Walter utilecon, excellent throughout; £550.—Autowork, Ltd., Winchester. Tel. Winchester 4854. [C1010

1948 (October) Alvis 14hp 2-door estate car, maroon, natural wood, excellent order; £575.—Reading 71757. [7845

1953 Austin A40 Countryman, unused, delivery mileage only, licensed quarter, number plates; list price.—Tel. Petersfield 813 or write Box A/510, Childs, Newsagents, Petersfield. [7757

1950 Fordson 8hp Utilecon, excellent order throughout; £370.—Smith and Hunter, Ltd., 576, Kensington High St., London, W.14. Tel. Western 2512 [C4019

CASS'S MOTOR MART.—1948 genuine American Willys Overland Jeep 7-passenger estate car, r.h.d., overdrive, outstanding condition.—5, Warren St., W.1. Euston 4110 [C1040

VANGUARD Estate car, November 1951, green, leather upholstery, radio and heater, one careful owner; £775, terms, exchanges.—G. S. Hall, Ltd., 502, King St., Hammersmith, W.6. Riverside 2881. [C2051

RARE bargain.—1949 Lea-Francis works shooting brake, 4-door, exceptionally smart, cost £1,600; offered at £550; terms, exchanges.—A. C. Palmer, 12, Church St., Luton 4212. [7955

ROYS offer: 1942 Minx Utility, 4-seats, good; £65 deposit, £195 cash, h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. (near Camden Town Tube Station.) Euston 2700 and 8894. [C3059

CHILTERN CARS offer a 1947 Bedford Utility, reconditioned engine 4,500 miles ago, £265; terms, exchanges; we shall be closed on Saturday, August 29.—11A, Water Lane, Leighton Buzzard, Bedfordshire. Tel. 2060. [C1045

HILLMAN 10, 1948 estate car in good condition, new battery, rebore at 34,000 miles, owner leaving for appointment overseas; sell for £400.—Wordsworth 5668 or view 35, Northwick Circle, Kenton. Car handed over Sept. 14th. [7781

1951 Morris 10cwt J type van, converted utility with Dunlopillo upholstery and fitted throughout as a private car, detachable seating; 10,000 miles only; £495.—Jack Pogner (Autos), 395, Hendon Way, N.W.4. Hendon 1423-4 [C3065

Utility Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Utilities.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

WHY accept less for your utility, estate car or shooting brake when you can get its full market value from:—

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2254. [M2008

VAUXHALL 10

MONTROE MOTORS offer:—

1939 Vauxhall 10 coupe; £235.

MONTROE MOTORS (N. H. Boswell), 91-7, Epping New Rd., Buckhurst Hill, Essex. Buc. 1171-2. [7949

1939 Vauxhall 10 saloon; £285.—Ace of Spades, Great West Rd., Hounslow 5476. (Osterley Station Tube.) [C2050

1946 Vauxhall 10 saloon, in exceptional condition throughout; £595.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077

VAUXHALL 12

1939 Vauxhall 12 saloon, immaculate condition; £275; exchanges, terms.—Palmers, 4, Russell Gardens Mews, Kensington, W.14. Park 9704. [C5054

1947 Vauxhall 12 saloon, in magnificent original condition; £395.—Kirkdale Cars, 519a, Kirkdale, S.E.26. Sydenham 6129. [7956

1939 Vauxhall 12/4, post-war type, beautiful condition, all original, reconditioned engine just fitted in our works, taxed; £525.—Elm Auto Sales, 68, Hartfield Rd., Wimbledon, S.W.19. Wim. 4825/0472. [7965

VAUXHALL 14

B. J. HUNTER, Ltd., offer:—

1946 Vauxhall 14hp saloon, famous J type; £595.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040

ANDOVER MOTOR Co., Ltd., offer:—

1938 Vauxhall 14 sun saloon in absolutely original condition, fitted radio, heater, map light, reconditioned engine, a bargain at £245.—Andover, Hants. Tel. 3405. [C1003

£275—1939 Vauxhall 14 saloon, very clean car; terms.—Autonips, Balham High Rd., Balham 1509. [C1009

VAUXHALL 14

1939 Vauxhall 14, clean and sound; £315.—Smith and Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2512. [C4016

£395.—1946 Vauxhall 14 J type saloon, black, brown hide; £135 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1937 series Vauxhall 14 sun roof saloon, specimen car, taxed year; £225.—Frank Dale, 61, Lancaster Mews, W.2. Paddington 4661. [C1067

£415!!!—1946-7 Vauxhall 14 J type de luxe saloon, spotless throughout and only wants seeing; 3 months' guarantee; hire purchase, exchanges. LAMBS, Finchley Showrooms, 421-425, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052

1940 (model) Vauxhall J type 14hp saloon, black with brown leather, radio, screen-washer, recent engine overhaul, excellent condition; £545.—Panties Service Garage, London Rd., Guildford 5326. [C3055

VAUXHALL WYVERN & VELOX

L. F. WARD, Ltd.

1952 Vauxhall Velox, radio, heater, windscreen sprays, 11,000 miles, with grey upholstery.

L. F. WARD, Ltd., Hanover Court Yard, Hanover St., London, W.1. Tel. Mayfair 0146. [C4045

B. J. HUNTER, Ltd., offer:—

1953 (August) Vauxhall Velox saloon, works mileage; £875.

1952 Vauxhall Velox saloon, all extras, radio, heater, covers, etc.; £835.

1950 Vauxhall Velox saloon, maintained by makers, superb condition; £595.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040

MONTROE MOTORS offer:—

1949 Vauxhall Velox saloon, radio, heater, choice of two; £495.

MONTROE MOTORS (N. H. Boswell), 91-7, Epping New Rd., Buckhurst Hill, Essex. Buc. 1171-2. [7950

GLANFIELD LAWRENCE offer:—

1951 model Vauxhall Velox saloon, blue/grey, heater/radio, two owners, 26,000 miles, very nice throughout; £595.—407, High Rd., N.12. Finchley 0091. [C2053

METROPOLITAN MOTORS offer:—

1953 Vauxhall Wyvern saloon, 6,000 miles, many extras, taxed year; £875.—Metropolitan Motors, Horn Lane, Acton, W.3. Acorn 5064. [7069

ANDOVER MOTOR Co., Ltd., offer:—

1950 Velox saloon in excellent condition all round; £500.

1949 Velox in black, completely reconditioned all through including interior trim at £460.—Andover, Hants. Tel. 3405. [C1002

GUY SALMON AUTOMOBILES, offer:—

1951 Vauxhall Wyvern saloon, black, brown leather, immaculate car, original condition throughout; £595.

1950 Vauxhall Velox saloon, grey, red leather, genuine, 4,000 miles from new; £635.—Portsmouth Rd., Thames Ditton. Emberbrook 5551/2/3. [C4001

HENDON CENTRAL GARAGE, Ltd., offer:—

1953 Vauxhall Wyvern saloon, fitted radio, heater, loose covers, wing mirrors and taxed year, 6,000 miles, in spotless condition; £875.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2054

1949 (Sept.) Wyvern, black/grey, a really immaculate car; £495.

1952 (Sept.) Wyvern, sq. engine, heater, covers, etc., really immaculate, as new; £810.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004

1953 (August) Vauxhall Wyvern, 400 miles.—Weybridge 600. [C4023

1953 (July) Velox, black, 2,100 miles, carefully run in; £850; private sale.—Box 0195. [7656

1949 model Velox, black, heater, one owner, original condition; £475.—Elgar 7455. [7665

1953 Wyvern saloon, grey, heater, 4,000 miles, new condition; £700 o.n.o.—Box 0278. [7778

1953 Vauxhall Velox, 6,400 miles, black, red leather and heater, one owner; £875.

W. J. BROWN, Ltd., established over 30 years.

339, Finchley Rd., N.W.3. Hampstead 4414. [C1025

1952 Vauxhall Wyvern saloon, black, fitted square engine, 12,000 miles only, as new throughout; £775.

JOHN WILSON AUTOS, Ltd., Sanderstead Rd., South Croydon. Sanderstead 4260. [C4055

1953 (August) Wyvern saloon, 150 miles only, heater, tax year; £865.—45, North Rd., Brighton 25050. [7666

1950 series Vauxhall Velox saloon, splendid condition; £550.—Autowork, Ltd., Winchester. Tel. Winchester 4854. [C1019

1949 (July) Velox, black, radio, heater, 29,700, engine reconditioned; £460.—Baker, 158, Godstone Rd., Whyteleafe, Surrey. Uplands 6262. [7842

1950 (Aug.) Vauxhall Velox, one owner, 25,000 miles, heater, taxed year; £575 o.n.o.—Worthing 6125. [7844a

CASS'S MOTOR MART.—1949 Vauxhall Velox saloon, radio and heater, one owner; £495; written guarantee.—5, Warren St., W.1. Euston 4110. [C1040

1950 Vauxhall Wyvern, in extremely good condition; £575.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077

1952 Vauxhall Velox, square engine, heater, screen wash, small mileage, excellent condition; £795.—Dobsons, Ltd., Staines. Tel. 801. [C1074

1949 Velox, perfect condition, mileage 20,500, one owner; £490; can be seen in London.—Rev. C. Walpole, Crofters, Amersham. Tel. 1494. [7857

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

VAUXHALL WYVERN & VELOX

1949 Vauxhall Velox 4-door saloon, black, fawn leather, one owner, low mileage, guaranteed; £525.—Kings Motors, 1, High St., Hounslow. Tel. 3532. [C2049

1952 Vauxhall Velox, square engine, 28,000 miles, one owner, sand beige; £760.—J. Urquhart & Son, Ltd., Winchester Rd., Petersfield. Tel. 863. [7883

1950 Vauxhall Velox saloon, black/brown leather, fitted radio, heater and link mats, one owner, low mileage, immaculate and perfect throughout; £545.

H. A. SAUNDERS, Ltd., 326-330 Euston Rd., N.W.1. Euston 4511. [C4040

1952 (Aug.) Vauxhall Wyvern saloon, sq. engine, radio, heater, etc.; £795.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 8525-6. [C2028

NAYLOR & ROOT, 1952 Vauxhall Velox saloon, dark green, brown hide, radio, heater, 5,000 miles, very attractive; £785; writ en guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3022

VAUXHALL Velox saloon, first registered May, 1953, colour forest green, total mileage 4,500 only; licensed end of year; price £850.—Martin Walter Ltd., Folkestone. Tel. 5103. [7743

1949 Vauxhall Velox saloon de luxe, reconditioned engine just fitted, immaculate condition; £495; 3 months' written guarantee.—Brown's Garage, Loughton (Essex) 4119 (Tube). [C1034

1950 (July) Wyvern saloon, metallic grey, push-button radio and heater, undersealed screen washers, one owner, 26,000 miles, unrepeatable at £575.—Jack Pozner (Autos), 395, Hendon Way, N.W.4. Hendon 1423-4. [C3063

1952 series Velox 18hp latest streamlined saloon, guaranteed 16,000 miles only, spare unused, finished black, leather upholstery, fitted radio, heater, reverse light, spotlamp, cigar lighter, taxed to December, as new throughout; £775; trade enquiries welcomed.—Motourists (London), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2501-2. [C3018

Vauxhall Wyvern & Velox Cars Wanted

FULL value paid for Wyvern or similar.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016

WHY accept less for your Vauxhall Wyvern (1949 to 1950 preferred) when you can get its full market value from:—

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2254. [W2008

VAUXHALL MISCELLANEOUS

SHAW & KILBURN, Ltd., for Vauxhalls.

IT is important that the car you purchase is in excellent condition throughout.

SELECTION of such modern Vauxhalls at

4—6, Berkeley Sq., W.1. Grosvenor 4328. [0017/R

HAMILTON MOTORS (LONDON), Ltd., 466-490, Edgware Rd., London, W.2. Paddington 0022 (12 lines). Vauxhall main dealers.

1953 (August) Vauxhall Wyvern, green, green upholstery, square engine, 60 miles only, as new.

***1950** Vauxhal Velox, metallic grey, low mileage, heater, radio and loose covers fitted, excellent condition throughout.

***1946** Vauxhall 14, black/brown leather, radio, good condition mechanically.

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Vauxhall Miscellaneous Cars Wanted

CMT HE CAR MART, Ltd., wish to purchase Vauxhall cars.—150, Park Lane, W.1. Grosvenor 3434. [0975/R

RSROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Vauxhall.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R

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4—6, Berkeley Sq., W.1. Grosvenor 4328. [0018/R

VAUXHALL in good condition for cash.—Tel. Valentine 2098 and 4674, after 6 p.m. [W2018

REQUIRED, good used Vauxhall.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

VAUXHALL cars, post-war models, urgently required.—Gollys Garage, Ltd., Earls Court Rd., S.W.5. Fremantle 6373. [0479/R

ARLINGTON MOTOR Co., Ltd., main dealers, will purchase post-war Vauxhall cars.—Tel. Waltham Cross 2760. [0612/R

7-SEATER private 1937/8/39 Limousines required, cash waiting. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006

H. F. EDWARDS urgently require good Vauxhall for immediate cash; distance no object.—Details please to 200, Great Portland St., London, W.1. Tel. Langham 0012. [W2003

URGENTLY required, post- and pre-war Vauxhalls; cash immediately.—Hamilton Motors (Ldn.), Ltd., Vauxhall main dealers, 466-490, Edgware Rd., London, W.2. Call, write or tel. Paddington 0022. [W2032/R

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KJ MOTORS, Ltd., for spares, accessories, exchange units.—Bromley, Kent. Rav. 2456. [0395/R

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VOLKSWAGEN required.—Richards & Carr, 35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [W3045

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METROPOLITAN MOTORS offer:—

1951 Wolseley 6/80 saloon, taxed year, fitted radio and heater, absolutely unmarked; £675.—Metropolitan Motors, Horn Lane, Acton, W.3. Acorn 5064. [7088

GUY SALMON AUTOMOBILES, offer:—

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XL SERVICE STATION, Kingston Vale, S.W.15. Kin. 8333. [C4060

1953 (June) Wolseley 4/44 saloon, 700 miles.—Weybridge 600. [C4025

1948 8hp Wolseley 4-door saloon, taxed paid to the end of the year, splendid condition; £425.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [C5025

ROYS offer:—1936 type Wolseley 12, special Daytona sports saloon, really good, £65 deposit; £195 cash.

ROYS offer:—1939 Wolseley 14 saloon, new engine just fitted, original throughout; £325; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. (Near Camden Town Station). Euston 2700 and 5894. [C3059

BEARTS, of Kingston, Wolseley distributors.—Sales, spares and repairs.—102, London Rd., Kingston. Tel. 3348. [0085/R

CASS'S MOTOR MART.—1947 Wolseley 14/60 saloon, excellent, written guarantee.—5, Warren St., W.1. Euston 3523. [C1040

1950 maroon Wolseley saloon 6/80, beautiful condition, one owner, heater; £625.—Roberts, 107, Stanhope Rd., Darlington. Tel. 2353. [7766

1947 Wolseley 12, black, leather upholstery, good condition; £450.—Tel. Nottingham 67850, or Langley (Slough) 428. [7922

1939 Wolseley 16 saloon, very good condition; £270.—Clairmonte Bros., Shanklin Rd., London, N.8. Mountview 5285. [C1056

£595—1951 series Wolseley 6/80 saloon, one owner. Durngate Garage, Durngate Place, Winchester. Tel. Winchester 2955. [C1010

£250—1939 Wolseley 25hp de luxe saloon, black, brown hide, post-war shape and appearance; £90 down.—Below.

£225—1937 Wolseley 14 de luxe saloon, in original condition throughout; £90 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

WOLSELEY 6/80, Sept. '53, mileage guaranteed 9,000, as new, green, tangey cover fitted; £790.—Cranmore, Tel. 2040 Potters Bar. [C1062

1940 Wolseley 10 saloon, one owner, good condition, taxed; £225.—Sargent & Collins, Ltd., Bickley Rd., Bromley, Kent. Imperial 2242. [7916

1938 Wolseley 18 saloon, £225, part exchange, terms arranged.—King's Autos, 725-7, High Rd., Seven Kings. Tel. Seven Kings 3536. [C2048

WOLSELEY 21, 1937, Tickford saloon in excellent condition; £400 or best offer.—Tel. Chorleywood 211, after 7.30 p.m. [7820

1953 (May) 6/80 Wolseley, genuine, 3,000 miles, metallic grey with grey leather, as new; £925.—Blue Star Garages, 617, Finchley Rd., N.W.3 (Ham. 2254). [7941

1938 (model) Wolseley 25, seven-seater limousine in most exceptional condition, £295; terms.—Newbery Cars, 19, Firs Parade, Fortis Green Rd., N.10. Tudor 3394. [7817

FOR sale, 1951 Wolseley 6×80, 5,300 miles, metropolitan grey, as new, heater, Rimbellishers, what offers?—Fish, Ellerslie, Reversham, Milnthorpe, Westmorland. [7875

1937 Wolseley 12 4-door de luxe saloon, recondition engine fitted recently; £249.—G. F. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Batt. 1107-8-9. [C2024

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ARCHIE SIMONS & Co., Ltd.—1950 Wolseley 6/80 saloon, colour black/brown upholstery, fitted heater, 19,000 miles only, late property one meticulous owner, excellent throughout; £625.—94, Gt. Portland St., W.1. Lan. 1343. [C4013

£125.—Attractive Wolseley 25, with radio, heater, extras, carefully maintained; inspection throughout weekend or by appointment.—Tel. Sydenham 7155, 9-10 a.m.—Morgan, Crystal Palace Caravan Harbour, S.E.19. [7837

245gns.—Wolseley 14, 1937 model de luxe saloon, black, sliding head, brown leather, carefully used, very good condition, taxed; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

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CMT THE CAR MART, Ltd., wish to purchase Wolseley Four-Fifty cars.—320, Euston Rd., N.W.1. Rus. 1212. [0721/R

WANTED, Wolseley 4/50, must be good; private, no dealers.—W. H. Davies, 10, Hillcrest Rd., Acton, W.3. Acorn 1976. [7717

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FULL value paid for Wolseley or similar.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W5016

WOLSELEY 12/14 saloon, 1938-1948.—Jack Thomas, 31, Stafford Rd., Croydon, Croydon 0651, evening Tho. 6517. [W4066

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WOLSELEY spares and repairs.—Ramsay Motors, Ltd., 242-248, High St., Barnet 5240. [0707/R

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LONDON stockists for Blockhouse and Taskers trailers for private and commercial purposes; delivery from stock; trailers available for hire.—Jarvis & Sons, Ltd., Morris House, Morden Rd., S.W.19. Liberty 6221. [0161/R

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THE A.C. distributors for Hertfordshire can now give demonstrations with the amazing new Petite; part exchange; terms special Petite insurance service after sales, write or 'phone.—Buckland Body Works, Ltd., Buntingford Herts Tel Kelshall 227 [3205

H. F. EDWARDS & Co., Ltd., sole A.C. distributors for London, Middlesex and Surrey, invite retail and trade enquiries for the outstanding new 2-litre A.C. model (2-door saloon, 4-door saloon and Buckland sports tourer); illustrated brochure upon request; demonstrations with pleasure; sales and service.—H. F. Edwards, 200, Gt. Portland St., W.1. Langham 0012. [N2003

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ARTHUR E. GOULD, Ltd., 280-292, Regent St., W.1. 8-14, Meard St., Soho, W.1. LANGHAM 1594-5.

MAIN distributors for all Allard models.

'PHONE or write for details or demonstration. [0480/R

DAGENHAM MOTORS, Ltd., distributors for Middlesex, Hertfordshire, Bedfordshire and Essex. 56, Park Lane, W.1. Hyde Park 4866. 374, Ealing Rd., Alperton, Middx. Perivale 3588. And 6, 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [N1066

ALVIS

3-litre saloon; immediate delivery; £1,771/19/2.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston. Kin. 2241. [N4053

CHARLES FOLLETT, Ltd.—Alvis repair specialists.

OFFICIAL Alvis spare parts stockists.

TRADE supplied.

SERVICE: Barnsdale Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7-8. [0507/R

SCOTTISH distributors, 3-litre saloon and coupe, immediate delivery.

JAS. H. GALT, Ltd., 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7596. [7151/R

KINGSTON-ON-THAMES.—Alvis Sales and Service.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston 2241-2. [N4053/R

MANCHESTER.—Alvis main agents; sales and service.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Mc., 19. Rus. 2874-5. [0825/R

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PASS & JOYCE, Ltd.

LONDON and district distributors for the new distinctive Armstrong Siddeley car.

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L. F. DOVE, Ltd., main dealers and vehicle distributors Austin.—See all the models at 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [N1077/R

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PRIDE & CLARKE.—A70 saloon immediate delivery—favourable delivery of other models; exchanges, terms.—237, Brixton Hill, S.W.2. Tul. 3664-5. [0733/R

NEW A70 saloon, immediate delivery from stock; exchanges, terms.—Traynor Motors of East Ham. Tel. Grangewood 2530/5834. [N4033

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'PHONE: Blackfriars 4942.

SERVICE station: Cheetham Hill Rd.,

MANCHESTER, 8. Tel. Blackfriars 2302. [0506/R

GROSE, Ltd., Northampton.

OFFICIAL Bentley retailers.

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RIPPON BROS., Ltd., the largest Bentley and Rolls-Royce distributors of Mark VI Bentley and Rolls-Royce cars fitted with special coachwork; Rolls-Royce specialists since 1905.—Rippon Bros., Ltd., Huddersfield 7070 (10 lines). [0249/R

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OFFICIAL Bristol retailers.

FALCON Works, London Rd., Isleworth. Tel. Hounslow 0011. [N2015/R

KEVILL, DAVIES & MARCH, Ltd.

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41-42, Hay's Mews, Berkeley Sq., W.1. Gros. 2565. [N2054/R

FRIARY MOTORS, Ltd., Old Windsor. Windsor 2002. Agents for Berks. Latest 403 model available for demonstration. [0964/R

BRISTOL in the Western Counties, new and used models service and spares; advantageous delivery, new cars; sole distributors.—Charles Cruickshank Motors, The Centre, Bristol. Tel. 25280. [0331/R

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CADILLAC

CADILLAC.—Sole concessionaires, Lendrum & Hartman, Ltd., Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [0326/R

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BRITISH & COLONIAL MOTORS, Ltd., 13-14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588.—Distributors for London and Home Counties. [N1027/R

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CITROEN Light 15 de luxe saloon, finished metallic red with maroon leather upholstery.—H. W. Motors, Ltd., Walton-on-Thames 2404-5-6. [C2044

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IMMEDIATE delivery Light 15 de luxe saloon, black with sun roof.—Robbins, East Putney. Tel. 4581. [N3010

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CITROEN.—John S. Truscott, Ltd., official agents; immediate delivery, exchanges, deferred terms.—173, Westbourne Grove, W.11. Bay. 4274. [N4035

THE HINDHEAD MOTOR WORKS, Ltd., Hindhead, Surrey, offer immediate delivery of Citroen ex stock; Light 15, sunshine roof, £985; and 6-cylinder sunshine roof, £1,549.—Tel. 663. [C2061

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C. A. PETO, Ltd.—Appointed agents; Daimler Conquest orders accepted for early delivery.—42, North Audley St., W.1. May. 3051. [N3043

DELAGE

SELBORNES, World Concessionaires.—82, Park St., W.1. [0661/R

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MOTOURISTS (LONDON), Ltd., invite enquiries for all models.—Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2. [N3018

ARTHUR E. GOULD, Ltd., main Ford dealers. Sales Regent St., W.1, and 8-14, Meard St., Soho, W.1. Langham 1594-5. Service: Minerva House, Chenies St., W.C.1. Museum 6075. [0656/R

F. H. PEACOCK, Ltd., main Ford dealers.—Sales and service, coachbuilding, insurance.—219-221, Balham High Rd., S.W.17. Balham 4401 (5 lines). 104, Foord Rd., Folkestone. Folkestone 51222 (2 lines). [0098/R

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ORDERS accepted now for new Hillman Minx; exchange and terms arranged; cars prepared in advance for clients returning to England; your enquiries receive prompt attention.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [N3011

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BARNET area.—Humber main dealers.—Hadley Green Garages, Ltd., 202-204, High St., Barnet 0532. [0412

NEW Humber Super Snipe available at list price £650.—Broadway Motors, 67, High St., Hounslow. Hou. 0175. [N1028

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K J MOTORS, Ltd., main agents for N.W. Kent.—Bromley, Kent. Rav. 3456. [0286

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PRIDE & CLARKE, Ltd.—Jowett main agents, exchange your car now for a de luxe or standard model, immediate delivery; terms.—Stockwell Rd., S.W.9. Brixton 6251. [0147/R

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KAISER-FRAZER sales and service. Corps Diplomatique supplied for sterling; prompt delivery, U.S. Service personnel supplied direct from U.S.A.; sole concessionaires for Great Britain.—Steele Griffiths, Ltd., Camberwell Green, London, S.E.5. Rodney 2201-6. [0309/R

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SOUTH WALES.—Mon. main distributors for Lea-Francis products, early delivery offered.—Glanfield Lawrence, Ltd., 2, City Rd., Cardiff (Tel. 20531). [0865/R

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SURREY MOTORS, Ltd., High St., Sutton.—Morris main dealers, Sutton and district; spares and service.—Tel. Vig. 4444. [1661

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LANKESTER ENGINEERING Co., Ltd., immediate delivery Morris Six saloon.—39-43, Eden St., Kingston. Kingston 3154. [0264/R

NEW Morris Six saloon, grey, immediate delivery; list price.—James H. Galt, Ltd., 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7596. [7578

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DISTRIBUTORS (RAWLENCE), Ltd.—Sales Service and Spares.—Blindley Heath Garage, nr. Lingfield Surrey. Tel. Lingfield 350-1. [0862/R

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining Counties.—Lex Garages, Ltd., 2, Lexington St., W.1. (Gerrard 8600.) Service Workshops and Spare Parts: 7 Pembridge Villas (nr. Westbourne Grove), W.11. (Bayswater 6626-7.) [0257/R

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PONTIAC

PONTIAC.—U.S. Concessionaires, Ltd., Pontiac Works, 5, Jubilee Place, Chelsea, S.W.3. Flaxman 7752-4. Also at Pontiac Works, Fernbank Rd., Ascot, Berks. [0950/R

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H. M. BENTLEY & PARTNERS, Ltd., 9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [N1018

C. A. PETO, Ltd., Appointed Agents, Riley Sales and Service.—42, North Audley St., W.1. May. 5051. [N3043

JOHN S. TRUSCOTT, Ltd., official agents.—Early delivery, exchanges; deferred terms.—173, Westbourne Grove, W.11. Bay. 4274. [N4035

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CROYDON.—Main agents Leathwood's Garages, Ltd., 203, St. James's Rd., Croydon. Tho. 1222. [0063/R

NORTHAMPTONSHIRE and North Bucks.—Grose, Ltd., Rover distributors and parts service.—Marefair, Northampton. Tel. 4540. [0001/R

R. P. POWELL MOTORS, Ltd., East London area dealers.—Enquiries invited.—321, Romford Rd., Forest Gate, E.7. Maryland 4818. [0451/R

ROSENFIELD for Rover, distributors for Lancashire and Cheshire.—D. Rosenfield, Ltd., 1-5, Peter St., Manchester, 2. Tel. Blackfriars 4942. [0666/R

PLYMOUTH, S. Devon, E. Cornwall.—R. Humm & Co., Rover distributors, service and spares specialists.—Alexandra Rd., Plymouth. Tel. 5055. [0901/R

LAND-ROVER

R. P. POWELL MOTORS, Ltd., East London area dealers.—Enquiries invited.—321, Romford Rd., Forest Gate, E.7. Maryland 4818. [0452/R

ROSENFIELD for Land-Rover, distributors for Lancashire and Cheshire.—D. Rosenfield, Ltd., 1-5, Peter St., Manchester, 2. Tel. Blackfriars 4942. [0692/R

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PRIDE & CLARKE, Ltd.—Exchange your car now for a new SM1500, many other new cars available; terms.—257, Brixton Hill, S.W.2. Tul. 3664-5. [0907/R

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THE Singer agents offer immediate delivery of all 1955 models; demonstrations, exchanges; deferred payments.—Automenders, Ltd., Lowther Garage, London, S.W.15. Riverside 6496. [0757/R

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ROWLAND SMITH'S for Standard.

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ALL models supplied; your car, 3-wheeler or motor cycle taken in part exchange; best H.P. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), Hampstead 6041. [N4018

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STANDARD and Triumph agents, offer immediate delivery of Triumph Renown saloon, also Standard Vanguard Phase II, black, both at list price.—The Broadway, Mill Hill, N.W.7. Tel. Mil 2040. [N3012

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C. A. PETO, Ltd., offer immediate delivery of Phase II Vanguard saloon; list price.—42, North Audley St., W.1. May. 5051. [N3043

K J MOTORS, Ltd., Standard, Triumph distributors for N.W. Kent, can offer delivery on all models.—Bromley, Kent. Rav. 3456. [0286

STANDARD.—John S. Truscott, Ltd., official agents; early delivery; exchanges; deferred terms.—173, Westbourne Grove, W.11. Bay. 4274. [N4035

C. A. PETO, Ltd., offer immediate delivery of new P.II Vanguard estate car; list price; £946/15.—42, North Audley St., W.1. May. 5051. [N3043

STANDARD car specialists in sales and service; deferred terms.—Starnes Motors, 105, Cricklewood Broadway, London, N.W.2. Gladstone 2480. [0431/R

NEW Phase II Vanguard saloon, immediate from stock; exchanges, terms.—Traynor Motors of East Ham. Tel. Grangewood 2550/5854. [N4032

METROPOLIS GARAGES, Ltd., the Standard agents for sale, service and spare parts for all models.—1-31, Macline Rd. (Olympia), W.14. Sho. 5385-6-7. [0600

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VANGUARD Phase II saloon, enquiries invited for early delivery.—Motourists (London), Ltd., Ot. North Rd., E. Finchley Station, N.2. Tudor 2301-9. [N3018

1953 Standard Vanguard Phase II saloon, new, black, maroon leather, heater, immediate delivery.—Jack Olding & Co., Ltd., North Audley St., W.1. Mayfair 5242. [N3030

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STUDEBAKER DISTRIBUTORS, Ltd., 385, Euston Rd., N.W.1. Euston 4444.—Spares for all models. Hawley Cres., Camden Town. Gul. 4141. [0091/R

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SMITH AUTO Co., Ltd., Main Dealers for Rootes Group, offer early delivery of saloon and coupe models.—145, London Rd., Croydon. Croydon 4600-4632. [4869/R

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TRIUMPH

PRIDE & CLARKE, Ltd.—Immediate delivery Triumph Renown at new reduced prices; exchanges, terms.—237, Brixton Hill, S.W.2. Tul. 3864/5. [0741/R

C. A. PETO, Ltd., offer immediate delivery of new Triumph Renown, grey, full equipment; list price £1,136/11/8.—42, North Audley St., W.1. May. 3051. [N3045

NEW Triumph Renown available for immediate delivery.—Chain Garages (Sales), Ltd., Hanger Lane, Junction Western Ave., Ealing, W.5. Per. 4404/5. [N1043

LANKESTER ENGINEERING Co., Ltd. Standard and Triumph distributors; immediate delivery Renown saloons, choice of colour.—39-43, Eden St., Kingston. Tel. Kin. 3151-4. [0895/R

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NEW Triumph Renown saloon, black, radio, heater, reduced list price, exchanges and H.P. arranged.—Marston Motor Co., Ltd., Seven Sisters Rd., London, N.15. Tel. Stamford Hill 8000. [7759

1953 Triumph Renown saloon, black, light brown leather, including latest built-in H.M.V. push-button radio, heater, over-riders; immediate delivery ex stock, at the new reduced price, £1,136/11/8, ex works; part exchanges and easy payments.—

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YORKSHIRE.—Drive Yourself (Hull), Ltd., Morris Minor, Oxford, Six, Jaguar Mk. V.—362, Anlaby Rd., Hull 51059. [3797

SELF-DRIVE post-war Morris, Austin A40, Morris Minors.—Rons, Ltd., 3, Choumert Rd., Peckham, S.E.15. New Cross 2103. [9064

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SPECIAL and obsolete type pistons, all makes; delivery 10 days.—B. & C. Pearson, Wilson Works, Warwick Rd., Knowle, Birmingham. Tel. 2102. [0615

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RECONDITIONED shock absorbers, exchange service all popular types, 52/6 each, lists free.—Young's, 20/32, Tooting Bec Rd., London, S.W.17. Ba'ham 7791. [0427/R

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WE are equipped to give "over-the-counter" service which includes complete rebushing of your linkage, for dampers to fit most cars.

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WE specialise in supplying dampers and special linkage for foreign and "non-standard" cars; full discount to the trade. [0158/R

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BRITISH, American, Continental, reconditioned guaranteed shock absorbers (and suspensions); immediate exchange Vauxhall, Luvax, Girling, Armstrong, Pear shape, Andre Friction, Telescopic, Opel, Buick, Fiat, B.M.W., etc.; competitive prices, trade discount.—"Floataire Agents," Woodhead-Monroe Stockists, Tarrant & Fisher Ltd. 10 Winchester Mews, N.W.3. Primrose 6159. [0204/R

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NEW springs, immediate delivery, front and rears, Austin, Morris, Ford, Hillman, Standard, Rover, Vauxhall, Riley, Wolseley and many others.

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10000 tyres in stock, every size and make, new, remould, etc.; please write or phone your tyre enquiries to

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CASH for your old car or motor cycle tyres, if suitable for remoulding; please send them plainly labelled and we will send cash by return; up to 500in section 10/- each, 5.25 to 7.00 15/- each.—Bradberry Motors, Ltd., Twickenham Rd., Hanworth, Middlesex. [6057

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BUSINESS & PROPERTY, SITUATIONS, BOOKS

BUSINESS AND PROPERTY

(See also page 75)

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ESTABLISHED garage, petrol and repairs freehold, insurance agency, 50,000 gallons yearly.—Richards, Heamoor Garage, Penzance, Cornwall. Tel. 3794. [7555

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OLD-ESTABLISHED and well-known motor business near the centre of large West Midland town; car and motor cycle sales, spares and repairs; sub-agency for leading car manufacturers; freehold premises comprising approximately 13,000 sq ft ground area; replete car repair shop with petrol pumps, high-pressure greasing plant, washing equipment, hydraulic hoist compressor, etc.; motor cycle repair shop fully equipped, and small paint shop; large showroom and spares depot; modern flat with h. & c. bathroom, 2 bedrooms; audited accounts available for inspection; price for freehold premises and goodwill £20,000, plus plant and stock at valuation; owners would, if necessary, consider granting lease at reasonable rental; full details to bona fide purchasers—Enoch Cox & Co., Accountants & Chartered Secretaries, Berrington Chambers, 95, Tettenhall Rd., Wolverhampton. [7426

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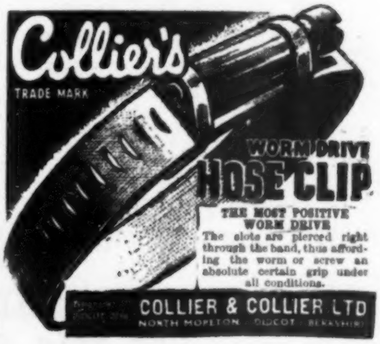

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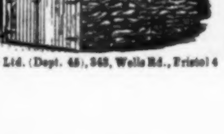

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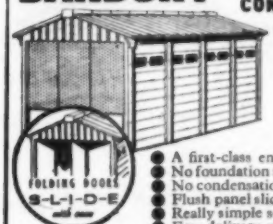

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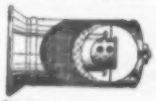

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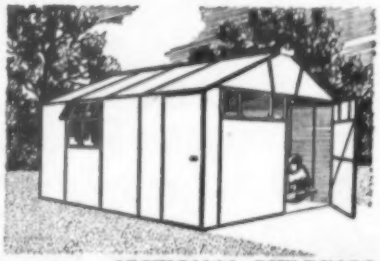

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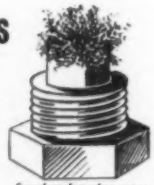

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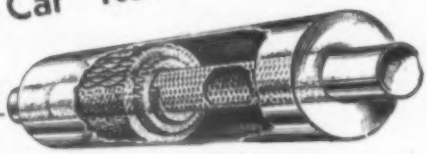

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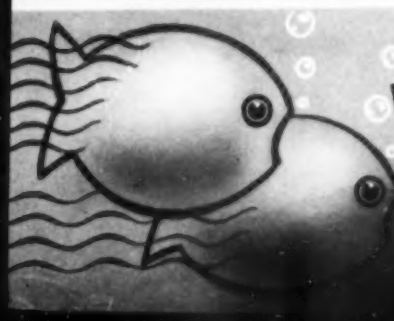
Laycock de Normanville overdrive



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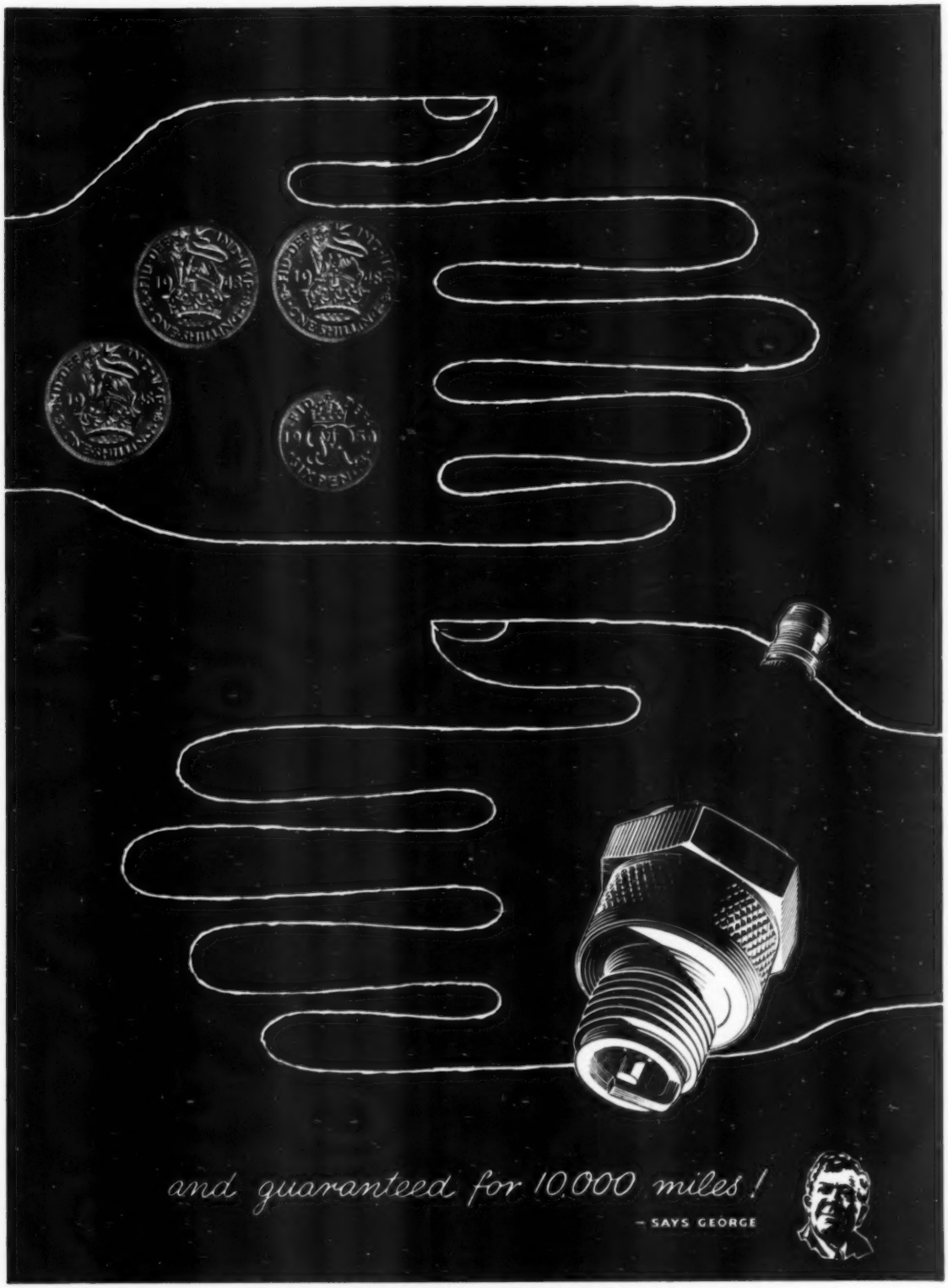

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